

77 01538

**THE GENERAL PLAN
of the
CITY OF FORT BRAGG**

ELEMENTS:

**SAFETY, SEISMIC SAFETY,
NOISE, SCENIC HIGHWAYS**

1974

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CITY OF FORT BRAGG

GENERAL PLAN ELEMENTS

SAFETY - SEISMIC SAFETY

NOISE

SCENIC HIGHWAYS

Approved by the Planning Commission on July 9, 1974

Adopted by the City Council on July 22, 1974

CITY COUNCIL

B. J. Vaughn, Mayor

Turner M. Holmes, Vice Mayor

Robert Heeb

Floyd Botsford

Betty Seagraves

PLANNING COMMISSION

Diane Larson, Chairwoman

D. P. Connole

Turner M. Holmes

James Andreani

Margaret Hast

Robert Heeb

Niilo Jacobson

James M. Campbell, Planning Consultant

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CITY OF PORT BRAGG

GENERAL PLAN ELEMENTS

SAFETY - SEISMIC SAFETY

NOISE

SCENIC HIGHWAYS

Approved by the Planning Commission on July 2, 1974

Adopted by the City Council on July 22, 1974

CITY COUNCIL

B. J. Vaughan, Mayor

Turner M. Holmes, Vice Mayor

Floyd Botaford

Robert Heeb

Betty Seagraves

PLANNING COMMISSION

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D. P. Conhole

Margaret Hart

James Andrews

Milo Jacobson

Robert Heeb

James M. Campbell, Planning Consultant

JAMES M. CAMPBELL, PLANNING CONSULTANT

LAND PLANNING AND RESEARCH
ECONOMIC, INDUSTRIAL SURVEYS
TRANSPORTATION, RECREATION

801 EL CAMINO REAL
MENLO PARK, CALIFORNIA 94025
TELEPHONE (415) 325-1629

September, 1974

To the Honorable City Council
City of Fort Bragg

Gentlemen:

We are pleased to transmit herewith the Safety, Seismic Safety, Noise, and Scenic Highways Elements of the Fort Bragg General Plan, as they were approved by the Planning Commission and adopted by the City Council during July, 1974.

Together with the Land Use, Conservation, Open Space, Circulation, and Housing Elements adopted by your City Council on February 8, 1971, these constitute all of the General Plan elements required to be prepared and adopted by provisions of California law.

It was a pleasure to work with your Council and Planning Commission on this planning program, and we sincerely appreciate the active assistance of City personnel in its accomplishment.

We are confident that your action to undertake the program will prove beneficial to the City and its people in future years.

Respectfully submitted,

James M. Campbell

STATUS OF FORT BRAGG GENERAL PLAN

The first comprehensive General Plan program undertaken by the City of Fort Bragg was a cooperative City and County project assisted by a HUD 701 planning grant, with the work items completed by the selected planning consultant and consulting engineer firms, and with the advice and assistance of City and County personnel.

Products of the program were General Plan elements of Land Use, Conservation, Open Space, Circulation, and Housing, which are elements required by State law, and optional elements of Recreation, Public Buildings, and Public Services and Facilities (Water and Sewer Systems Plan).

Also included in the program was the preparation and adoption of new Zoning and Land Division Ordinances to complement and effectuate standards and objectives of the General Plan and to provide zoning consistent with the General Plan, as required by law.

The second planning program, contained herein, produced the additional General Plan elements required by law, and being the Safety, Seismic Safety, Noise, and Scenic Highways elements.

These latter elements were anticipated in the preparation of the Zoning Ordinance, and a review of the ordinance confirms that it contains provisions necessary for the protection of the public health and safety and the preservation of scenic values.

In summary, the City General Plan and related regulatory measures meet current requirements of law, and provide for the City the guides and controls for sound and orderly planning and the preservation of community values.

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GENERAL PLAN ELEMENTS - SAFETY and SEISMIC SAFETY

I. INTRODUCTION

A. AUTHORITY

State law requires that General Plans include both SAFETY and SEISMIC SAFETY elements which are described in the law as follows:

1. SAFETY ELEMENT (Government Code Section 65302.1)

"A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard".

2. SEISMIC SAFETY ELEMENT (Government Code Sec. 65302(f)).

"A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.

"The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves".

B. COMBINATION of ELEMENTS

Because of the similarity, and partial duplication, of the purposes and fields of coverage as set forth in the above Code descriptions, the Safety and Seismic Safety elements are treated in combination in this report.

The Safety element coverage is expanded to include or recognize general disaster plans as appropriate.

C. RELATION of ELEMENTS to PLANNING AREA

Both elements relate strongly to either the natural physical hazards in the area or to the careless or accidental hazards introduced by man. The City-County planning area ranges from flat topography to rolling and foothill lands cut by stream channels, some of which flow through the City area. Population and urban improvements are concentrated in the City area and along main travel routes. Rural areas contain suburban and rural residences, agricultural operations, and some mixed commercial and industrial uses. Recreational uses, public and private, are prominent in the area. Safety hazards are generalized as moderate.

Because of its broad extent, its geographic location, and its range of topographic features, several natural physical hazards exist in the area, (see Exhibit A). Such natural hazards may also be generalized as moderate, with fire and other such hazards considerably higher in urban than in rural areas.

II. SCOPE and NATURE of the ELEMENT

A. OBJECTIVE

The objective of the preparation and adoption of the Safety and Seismic Safety elements is to add safety considerations to the active planning processes within the planning area in order to reduce loss of life, injuries, damage to property, economic loss, and social disruption resulting from fire, seismic activity and other possible disasters.

B. PLAN POLICY STATEMENTS

1. Recognition of Hazards

It is recognized that safety hazards exist within the planning area, and that the nature and degree of such hazards varies greatly with respect to particular geographical locations within the area, and as shown in the exhibits section hereof.

Hazards given consideration in this plan, and recognized as requiring protective attention, include:

- a. Seismic (earth shaking, surface rupture, seiches, etc.).
- b. Unstable slopes and soils, mudslides, landslides, subsidence.
- c. Wildfires, range fires, urban fires, explosions, etc.
- d. Floods and overflow inundation.
- e. Indirect hazards or losses resulting from erosion, failure to protect economic minerals, etc.

2. Goals for Reducing Hazards

Although the probability or effects of an earthquake may not yet be reduced, most of the other hazards listed

above may be reduced, controlled or eliminated by appropriate action. Such action will be taken in a variety of forms, and generally as follows:

a. The Land Use, Open Space and Conservation elements of the General Plan, in combination, cover all land areas of the Planning area and its legal jurisdictions for purposes of establishing basic general guides for the various desired uses of land, the preservation of open space, and the conservation of resources.

b. The Circulation and Housing elements superimpose more precise plans upon limited land areas for purposes of moving people and goods, and for providing adequate housing for people.

c. The Safety and Seismic Safety elements, together with the Noise and Scenic Highways elements, superimpose additional plans upon particular land areas for purposes of recognizing particular concerns and directing attention to them.

d. Such concerns will receive attention, first, through their identification herein and, second, through corrective, protective and regulatory measures proposed herein.

e. Goals for reducing safety and seismic hazards are those levels of safety at or below acceptable risk which may reasonably be achieved, and at the earliest possible dates.

3. Level of Acceptable Risk

In order to achieve the above safety goals and reach levels at or below acceptable risk, measures will be taken to:

a. Avoid the many "Avoidable Risks" which are generally apparent and which may contribute to hazards resulting from carelessness, lack of attention to common safeguards, or failure to conform to existing safety standards.

Public information programs by public safety agencies and public utilities will be effective in reducing such risks.

b. Reduce risks, so far as possible, to the "Acceptable Risk" level, which is a level which may be reached without the imposition of drastic new laws or regulations in order to ensure reasonable public safety.

This level may be reached to a substantial degree in most of the planning area through consistent enforcement of existing codes and regulations pertaining to construction, sanitation, fire zones, land use, land development projects, rural and forest fire safety standards, etc.

Exhibit data contained herein provides a broad new source of information for recognizing potential hazards and either avoiding them or providing for their reduction to acceptable levels.

4. Objectives: Existing and New Structures

As in most of the older development areas of California, the planning area still contains some structures,

both urban and rural, which have existed for a hundred years or more. Most of these are of frame, brick or stone construction, most have withstood storms, flood, fires and/or earthquakes in some degree, some have been renovated to code compliance, and some have historical significance.

a. It is an objective of this plan that such structures, and in particular those of historical value, be preserved so far as may be practical to continue to enhance the pioneer character of the planning area. However, preservation must be contingent upon renovation as may be necessary to meet construction, sanitation and fire safety code standards to ensure that the structures will not constitute hazards to themselves, adjoining structures, and the general public.

b. It is a further objective of this plan that any structures which cannot be, or are not within a reasonable time, brought into conformance with appropriate standards, be demolished per provisions of law to eliminate them as hazards.

c. It is a further objective of this plan that the placement and construction of future structures be carefully monitored not only with respect to existing codes and regulations, but also in consideration of safety and seismic safety factors contained herein and new safety plans and regulations which may become effective as proposed herein.

5. Priorities for Abatement of Hazards

a. Hazards existing in buildings and structures, including schools, hospitals and places of public assembly in addition to residential and commercial structures, shall

have a high correction or abatement priority within a short time frame of approximately five years and as otherwise dictated by local conditions.

b. Hazards existing with respect to such features as evacuation routes, needs for emergency equipment, correction of local erosion, landslide conditions, local periodic flooding, construction of fire access routes, fire and fuel breaks, etc. may require a priority rating permitting a longer correction period of to ten years or more as urgency, economic capabilities and other such factors may dictate.

c. Hazards requiring correction or abatement measures related to major flood, erosion, landslide and subsidence controls, to building and highway reconstruction or relocation, and to development of new water sources and distribution systems, etc. may require priorities and timing to fifteen years and longer.

6. Standards for Relating to Other Elements

a. The Safety and Seismic Safety elements shall be considered as dominant elements which impose their effects upon and within other General Plan elements to promote and protect the public health, a broad field of public safety, and the general welfare.

b. City, County, State and Federal agency "Emergency Plans" and related programs developed per State law and State Office of Emergency Services standards and other appropriate authority shall be considered as vital supplementary plans and programs to the Safety and Seismic Safety elements.

C. EXHIBITS, GEOLOGICAL HAZARDS

<u>Exhibit</u>	<u>Page</u>
1. Summary of Geologic Problems, Chart	9
2. Historic Earthquakes, Area Impact, Chart . . .	10
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11. Erosion Activity Map	22
12. Known and Potential Subsidence Area Map	23
13. Summary of Geologic Problems Map	24

NOTES:

1. Large scale maps, Exhibits 4. through 13., detailed descriptions of map data, and files of supplementary seismic data are available for reference in the office of the City Engineer.

2. Geologic-Economic Minerals maps, Plots 1,2,3, and 4, are also available for reference in the office of the City Engineer. These maps are useful to locate mineral deposits of known or presumed economic value which must be recognized as resources to be protected in the land use and planning process.

3. Data shown on exhibits are taken directly from maps and materials developed by the U.S. Geological Survey and California Division of Mines and Geology, are highly generalized, and broadly emphasize hazards to indicate need for detailed checking of specific locations, as plans are developed and utilized, and as land use and development proposals are processed.

SUMMARY OF GEOLOGIC PROBLEMS-FORT BRAGG PLANNING AREA EXHIBIT 1.

From Map, Exhibit 12, Page 24

<u>Problem:</u>	<u>Description, Type</u>	<u>Degree of Problem</u>
A.	Earthquake Shaking	Moderate
B.	Flooding, streams and surface waters . . .	High
C.	Volcanic Eruption	None
D.	Tsunami, earthquake ocean waves	High
E.	Fault Displacement	Low
F.	Landslide, seismic or unstable soil . .	Moderate
G.	Subsidence, settling of ground area. . .	None
H.	Erosion Activity	Moderate
I.	Expansive Soil	Moderate
J.	Loss of Minerals	None

The above summary data related to geologic problems is extracted from maps made available for local General Plan purposes by the California Division of Mines and Geology under a U.S. Department of Housing and Urban Development assisted program. The data, in the form of a series of State-wide coverage maps, is noted as preliminary, and subject to revision.

Because of its general nature, the data is presented herein to call attention to probable hazards, or the absence of certain hazards, and to indicate the need for more precise checking of possible or actual hazard conditions with respect to future land usage and development projects, both public and private.

SUMMARY OF HISTORIC EARTHQUAKES, AREA IMPACTSEXHIBIT 2.

Earthquake intensities and area impacts are in Modified Mercalli scale, unless otherwise noted.

A. MAJOR EARTHQUAKES of CALIFORNIA and NEVADA

<u>Location</u>	<u>Date</u>	<u>Intensity</u>
California Earthquake, Off-shore Ventura	December 12, 1812	X
San Francisco Earthquake	June, 1838	X
Southern California Earthquake, Fort Tejon	January 9, 1857	X-XI
Owens Valley Earthquake	March 26, 1972	X-XI
San Francisco Earthquake	April 18, 1906	XI
Nevada Earthquake	September 2, 1915	X
Western Nevada Earthquake	December 20, 1932	X
Imperial Valley Earthquake	May 18, 1940	X
Kern County Earthquake	July 21, 1954	
San Fernando Earthquake	February 9, 1971	IX

B. STRONGER EARTHQUAKES, NORTHERN CALIFORNIA and SAN FRANCISCO BAY AREA

San Francisco Region	June, 1836	X
Coast of Northern California	November 26, 1851	?
Humboldt Bay	October 23, 1853	?
San Francisco	March 5, 1865	VI
Sonoma County	March 8, 1865	VII
San Francisco Region	March 26, 1866	?
Ukiah	September 26, 1868	?
Humboldt and Mendocino Counties	March 2, 1871	VII
Sonoma County	January 3, 1876	VI-VII
San Francisco	March 25, 1884	?

B. STRONGER EARTHQUAKES (Continued)

<u>Location</u>	<u>Date</u>	<u>Intensity</u>
Sonoma County	July 31, 1885	?
Petaluma	February 29, 1888	VII
San Francisco Bay	July 31, 1889	VII
Napa and Sonoma Counties	October 11, 1891	VII-VIII
Vacaville	April 19, 1892	IX
Winters	April 21, 1892	IX
Santa Rosa	August 9, 1893	VII
Off Cape Mendocino	March 1, 1895	?
Mendocino County	April 14, 1898	VII-IX
Willows	July 24, 1903	VII
Northwest of San Francisco	April 18, 1906	XI
Humboldt County	October 28, 1909	VIII
Off Coast of Humboldt County	July 14, 1918	VI
Northwest of Cape Mendocino	January 31, 1922	VI
Off Cape Mendocino	January 22, 1923	VII-VIII
Humboldt Bay	August 20, 1927	VIII
Humboldt Bay	September 22, 1930	VII
Southwest of Cape Mendocino	December 11, 1930	VI
West of Cape Mendocino	August 23, 1931	VI
Northwest of Cape Mendocino	September 9, 1931	VI
Humboldt County	June 6, 1932	VIII
Near Berkeley	March 8, 1937	VI-VII
West of Cape Mendocino	September 11, 1938	VI
Off Cape Mendocino	November 19, 1940	VI
" " "	February 9, 1941	VI

Two scales for subjectively describing the intensity of earthquakes have been widely used in the past, are used on maps on preceding pages, and are described hereunder. They are the older ROSSI-FOREL Scale, and the more widely accepted and newer Modified MERCALLI Scale. The current RICHTER scale, measured in Magnitude, is mentioned, but not described.

A. THE ROSSI-FOREL SCALE The most commonly used form of the Rossi-Forel (R.F.) scale reads as follows, in brief summary:

Intensity

- I. Microseismic shock.
- II. Extremely feeble shock.
- III. Very feeble shock.
- IV. Feeble shock.
- V. Shock of moderate intensity.
- VI. Fairly strong shock.
- VII. Strong shock.
- VIII. Very strong shock
- IX. Extremely strong shock.
- X. Shock of extreme intensity.

B. MODIFIED MERCALLI INTENSITY SCALE OF 1931

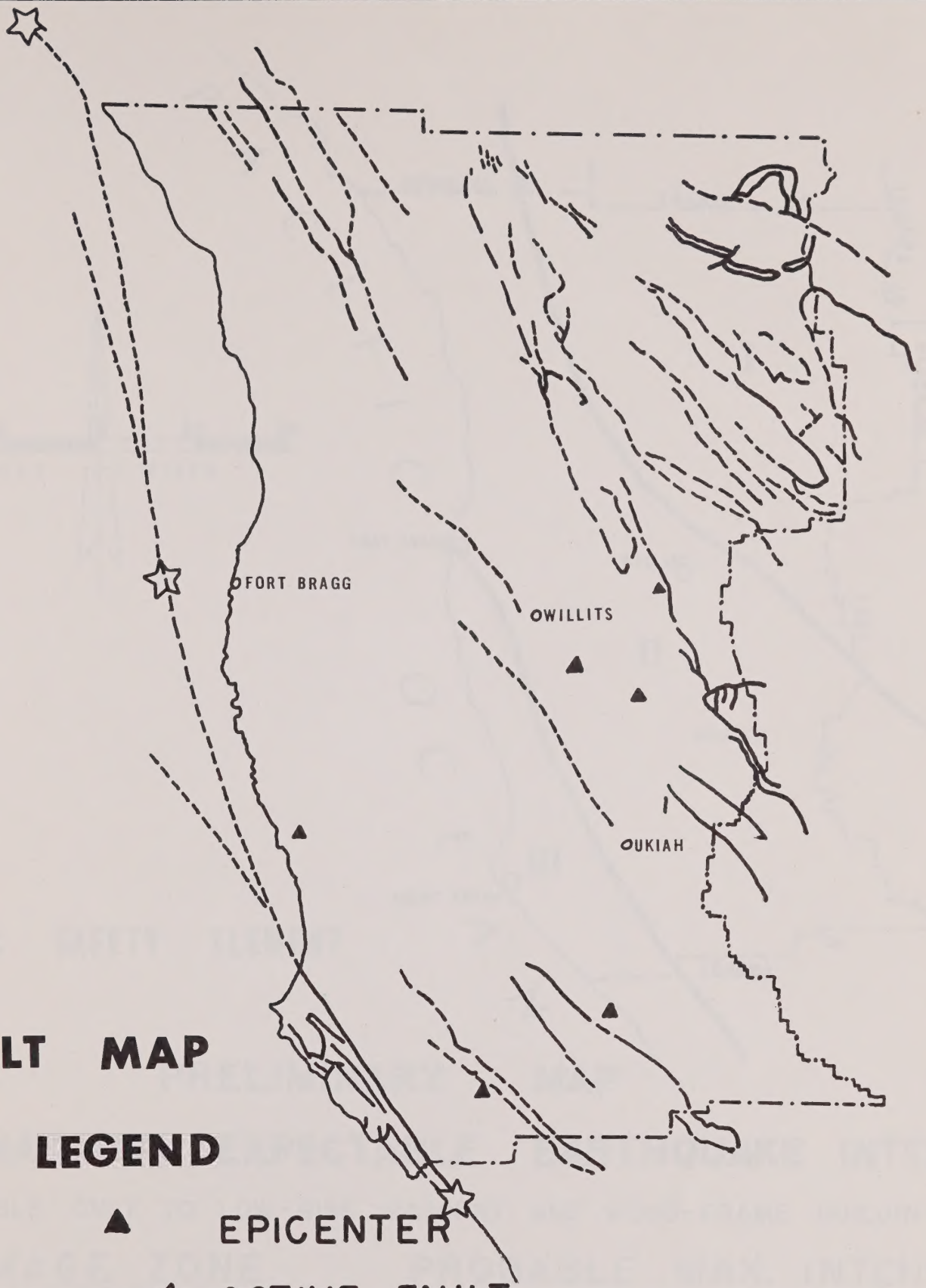
(Abridged and rewritten) Taken from Richter, 1958.

Intensity

- I. Not felt. Marginal and long-period effects of large earthquakes.
- II. Felt by persons at rest, on upper floors, or favorably placed.
- III. Felt indoors, Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
- IV. Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking

the walls. Standing motor cars rock. Windows, dishes, doors rattle, Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frames creak.

- V. Felt outdoors; direction estimated, Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
- VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knicknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visible, or heard to rustle - CFR).
- VII. Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line, Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments - CFR). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
- VIII. Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Cracks in wet ground and on steep slopes.
- IX. General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations - CFR). Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.
- X. Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
- XI. Rails bent greatly. Underground pipelines completely out of service.
- XII. Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown about.

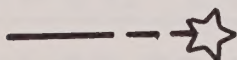


FAULT MAP

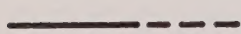
LEGEND



EPICENTER

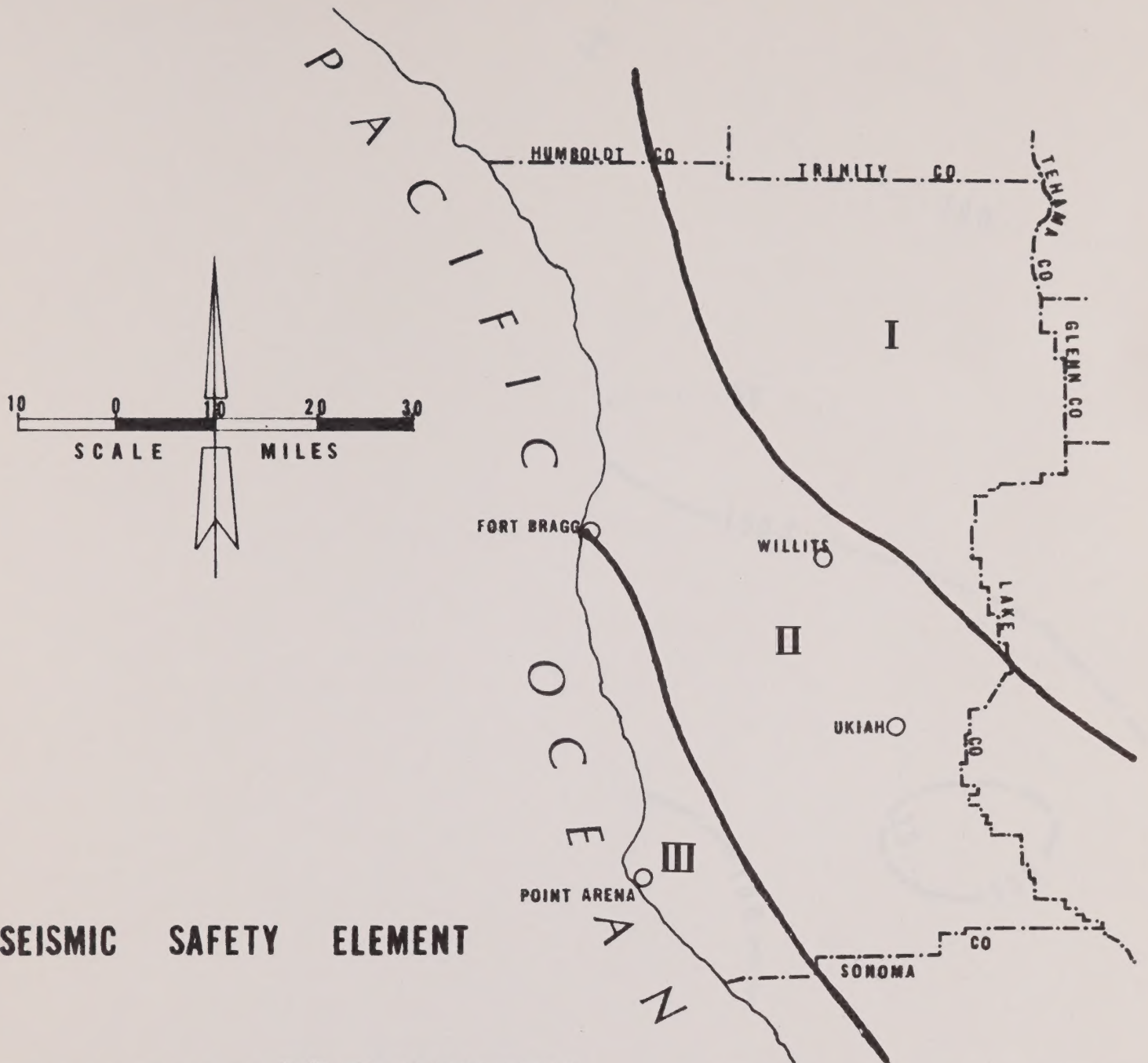


ACTIVE FAULT



PRE-QUATERNARY FAULT

WILLITS · FORT BRAGG MENDOCINO COUNTY



SEISMIC SAFETY ELEMENT

PRELIMINARY MAP

OF MAXIMUM EXPECTABLE EARTHQUAKE INTENSITY

APPLICABLE ONLY TO LOW-RISE MASONRY AND WOOD-FRAME BUILDINGS

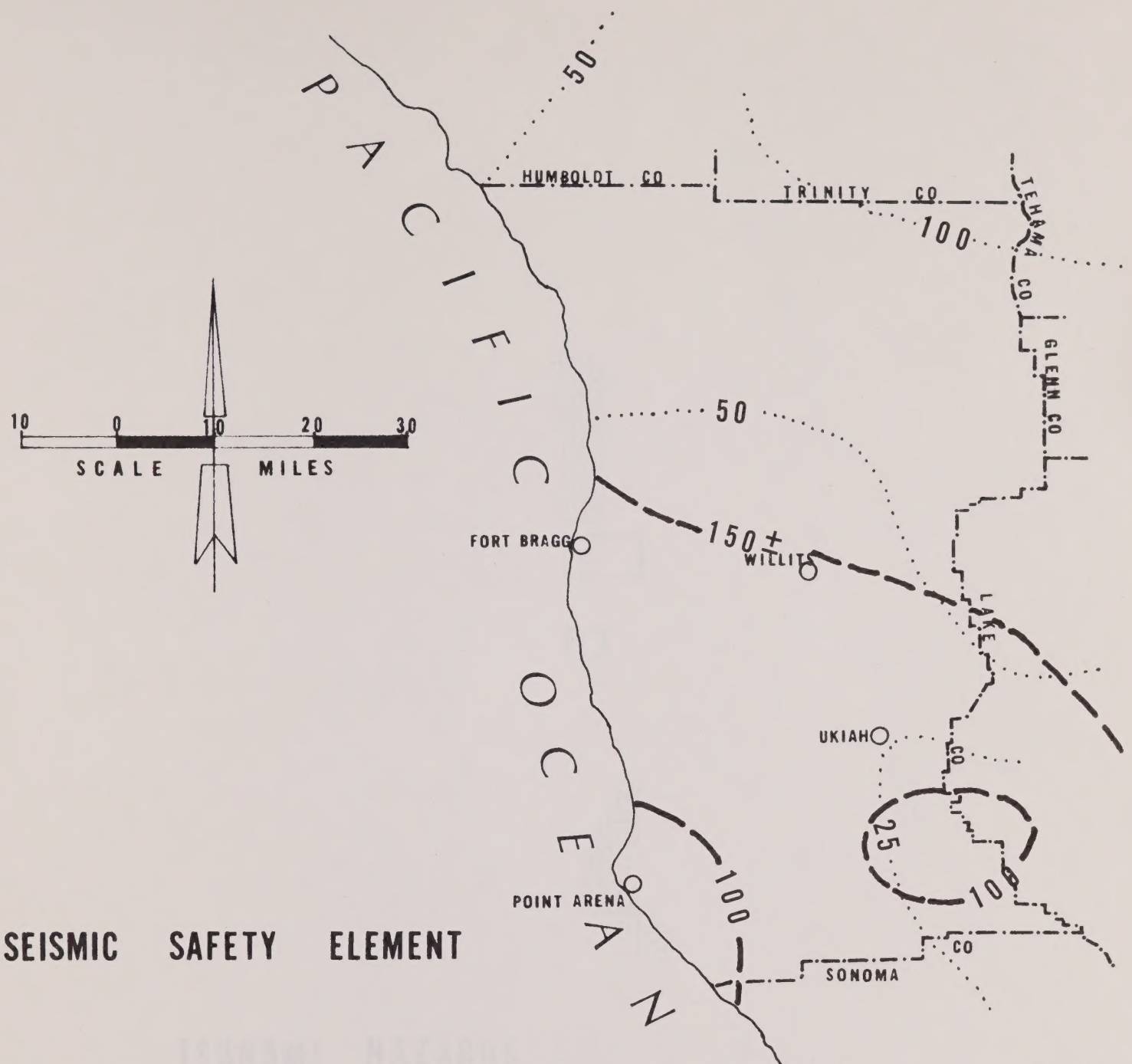
DAMAGE ZONE

PROBABLE MAX. INTENSITY

I MINOR TO MODERATE	VI OR VII (MOD. MERCALLI)
II MODERATE	VII OR VIII "
III MAJOR	IX OR X "

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MENDOCINO COUNTY



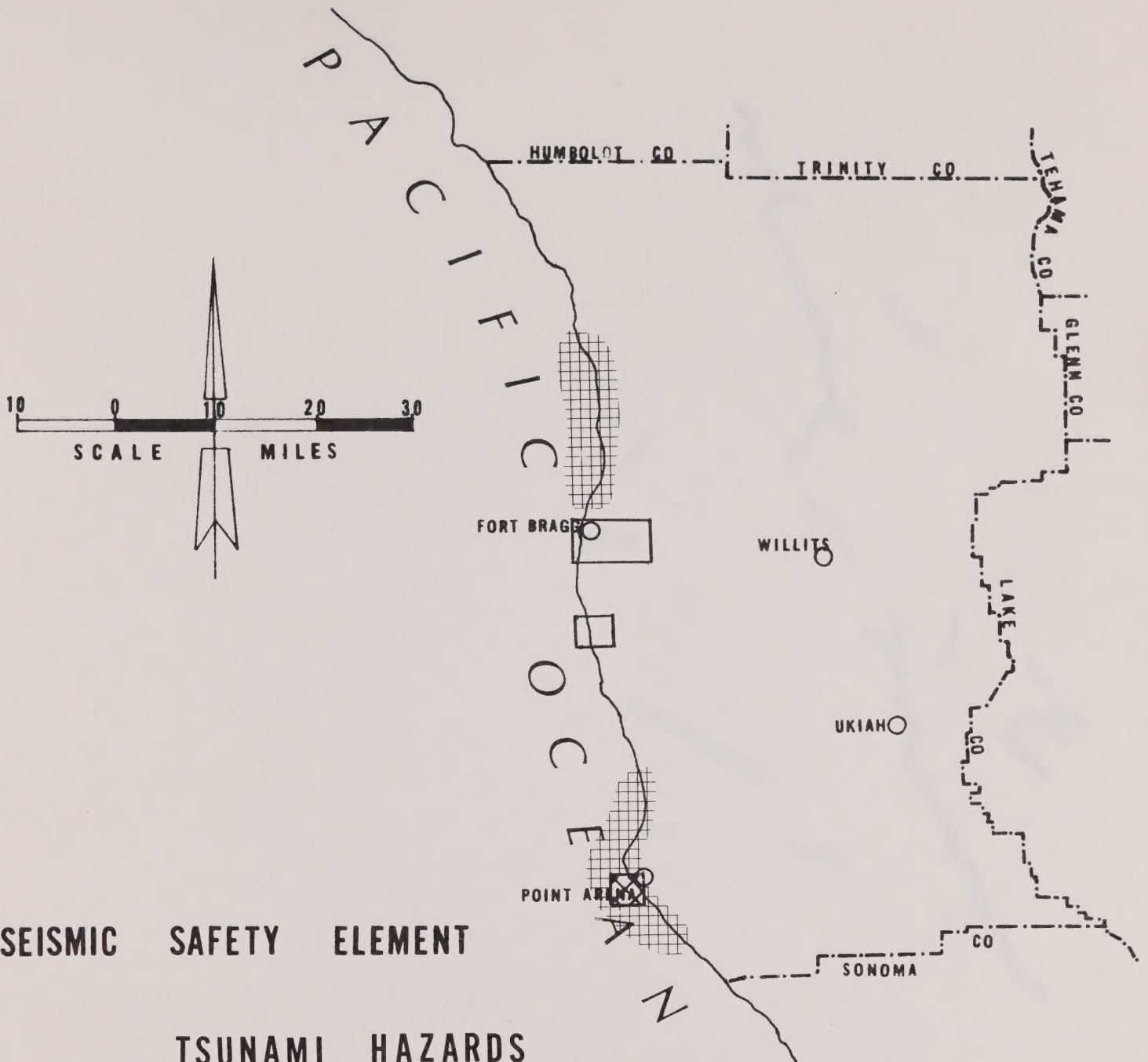
SEISMIC SAFETY ELEMENT

EARTHQUAKE RECURRENCE INTERVALS IN YEARS

————	MODIFIED	MERCALLI	INTENSITY	VIII
-----	"	"	"	VII
.....	"	"	"	VI

(150 YEAR VALUES UNCERTAIN)

WILLITS • FORT BRAGG MENDOCINO COUNTY

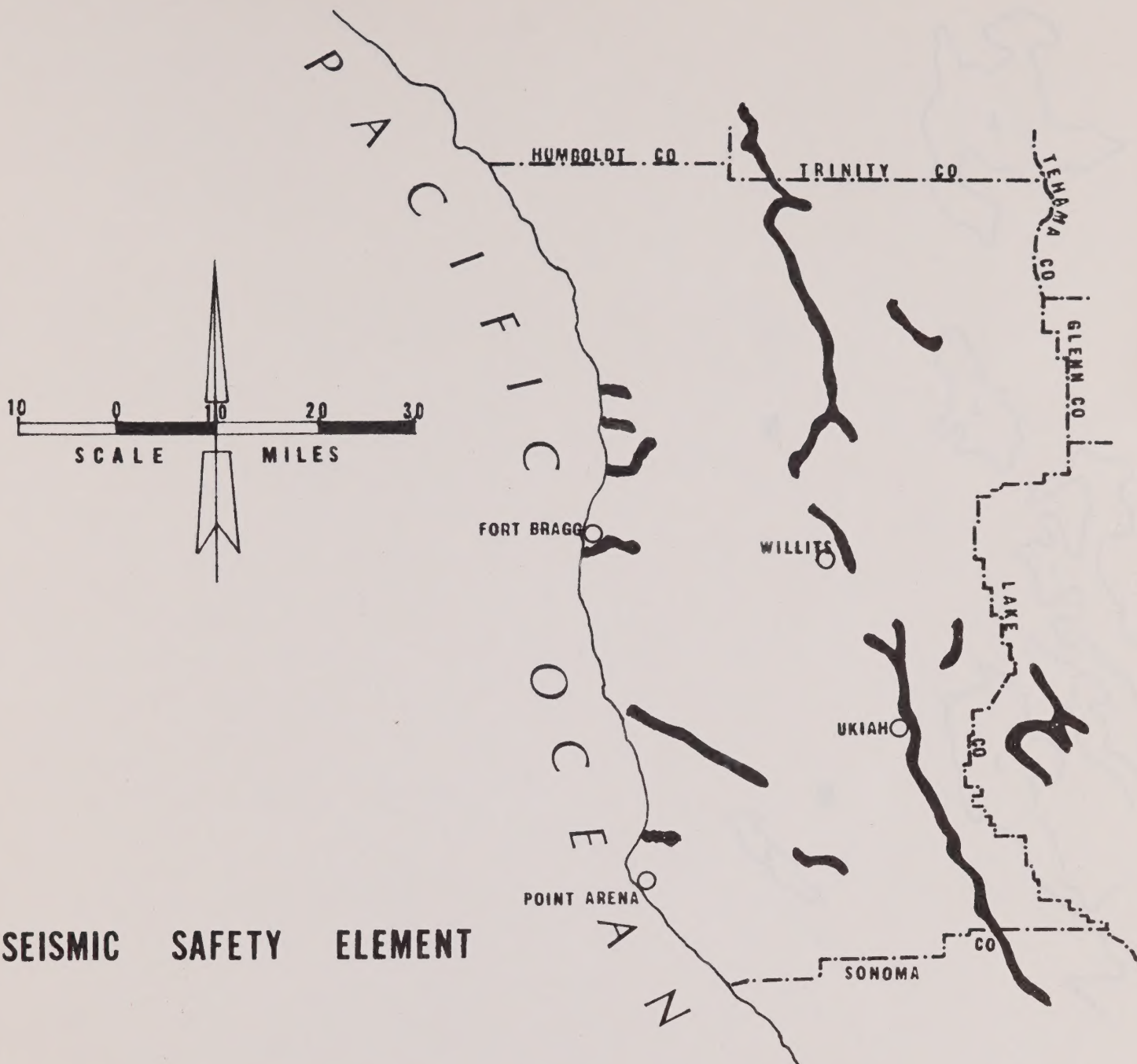


LEGEND

- | | | |
|------------------|--|---------------------------------|
| HARBOR DAMAGE | | DAMAGE DUE TO SWIFT CURRENT |
| POTENTIAL DANGER | | POTENTIAL HARBOR DAMAGE |
| SHORELINE HAZARD | | LOW COASTAL AREA & PUBLIC BEACH |

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MENDOCINO COUNTY



SEISMIC SAFETY ELEMENT

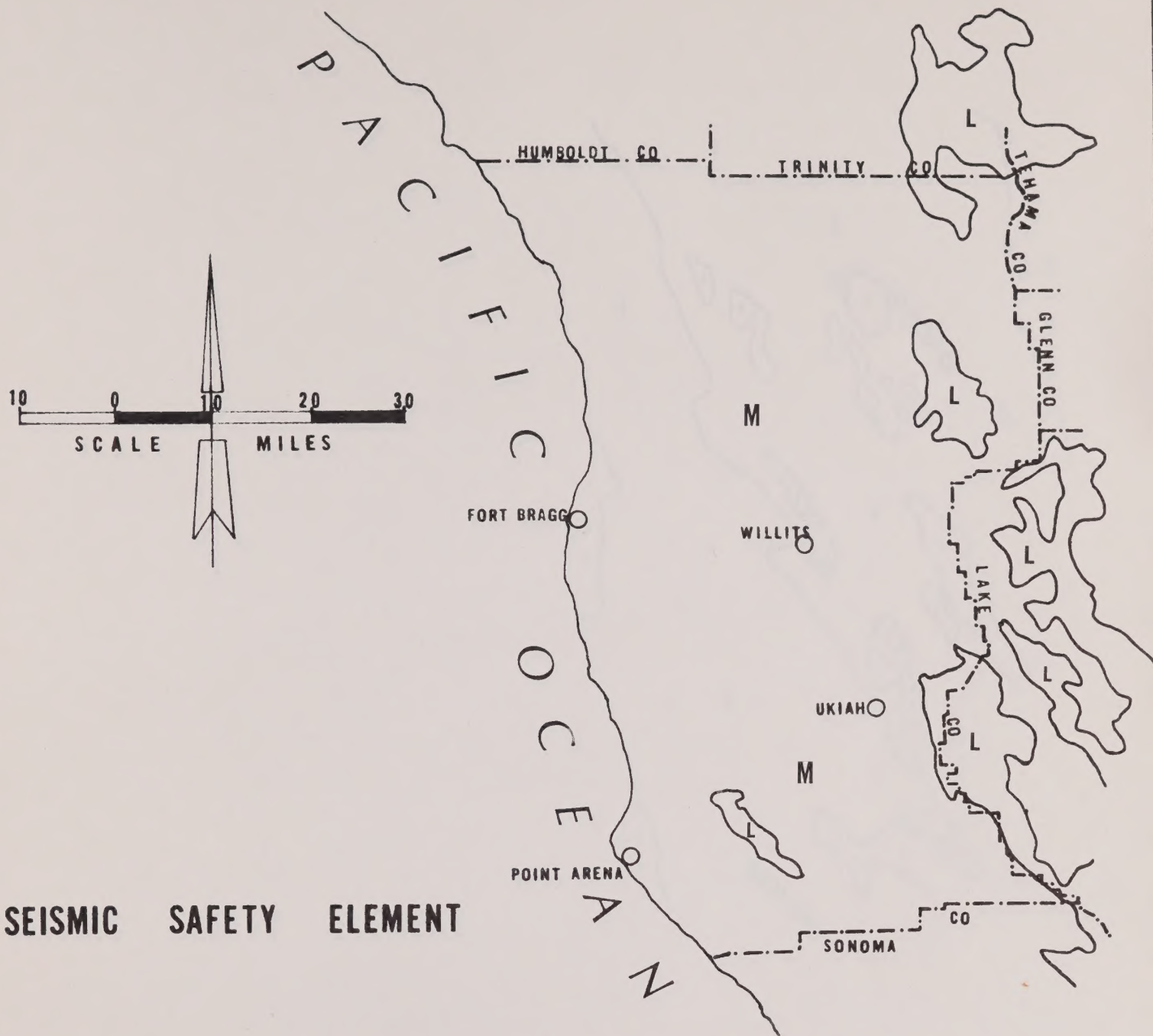
FLOOD HAZARDS



AREAS SUBJECT TO FLOODING

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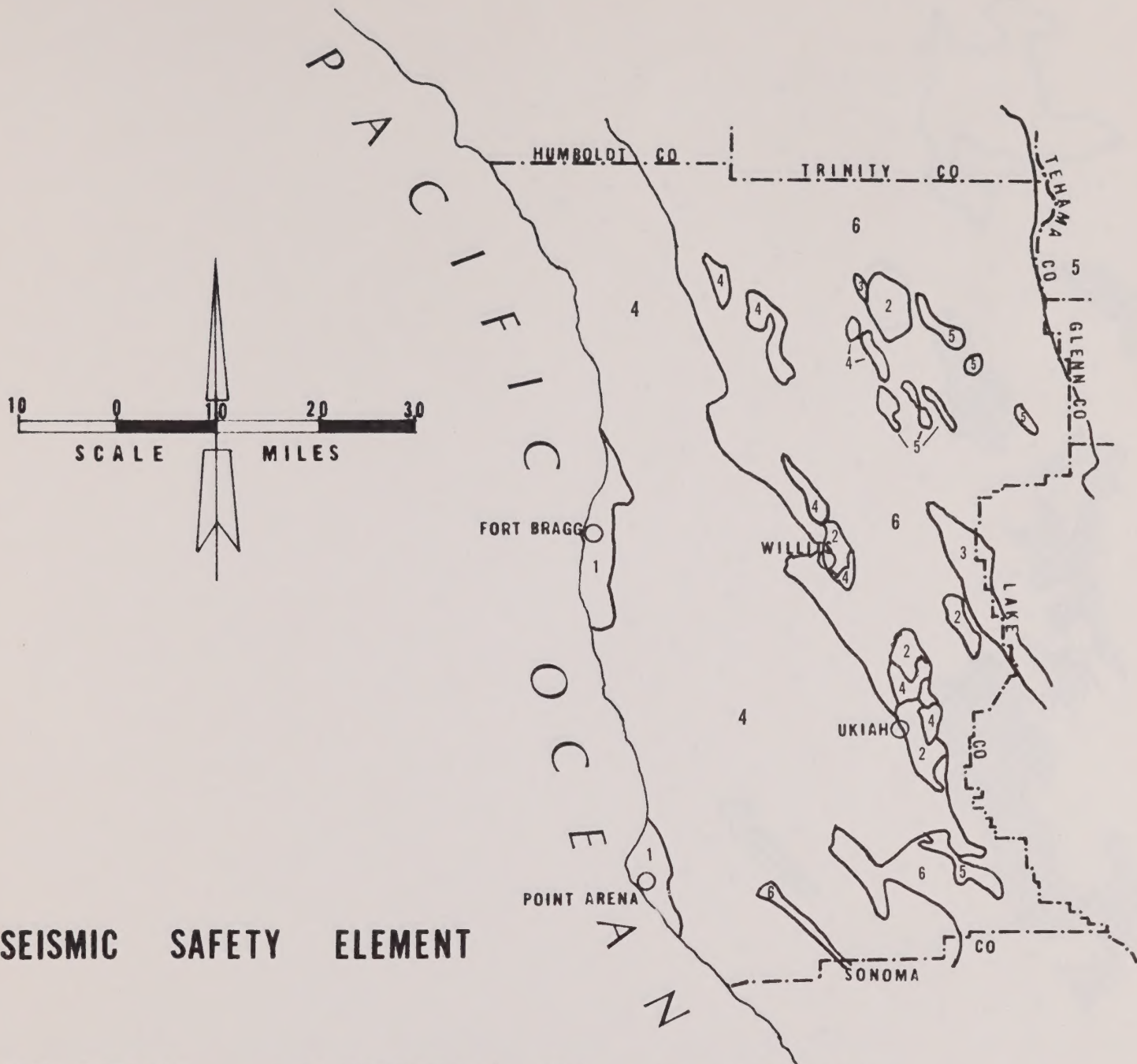
EXPANSIVE SOIL MAP

EXPLANATION

M	MODERATE
L	LOW

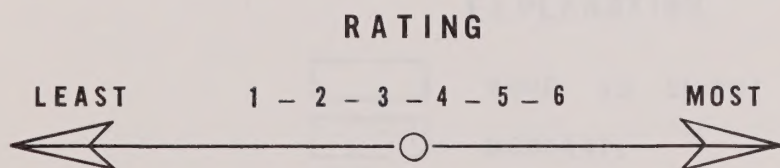
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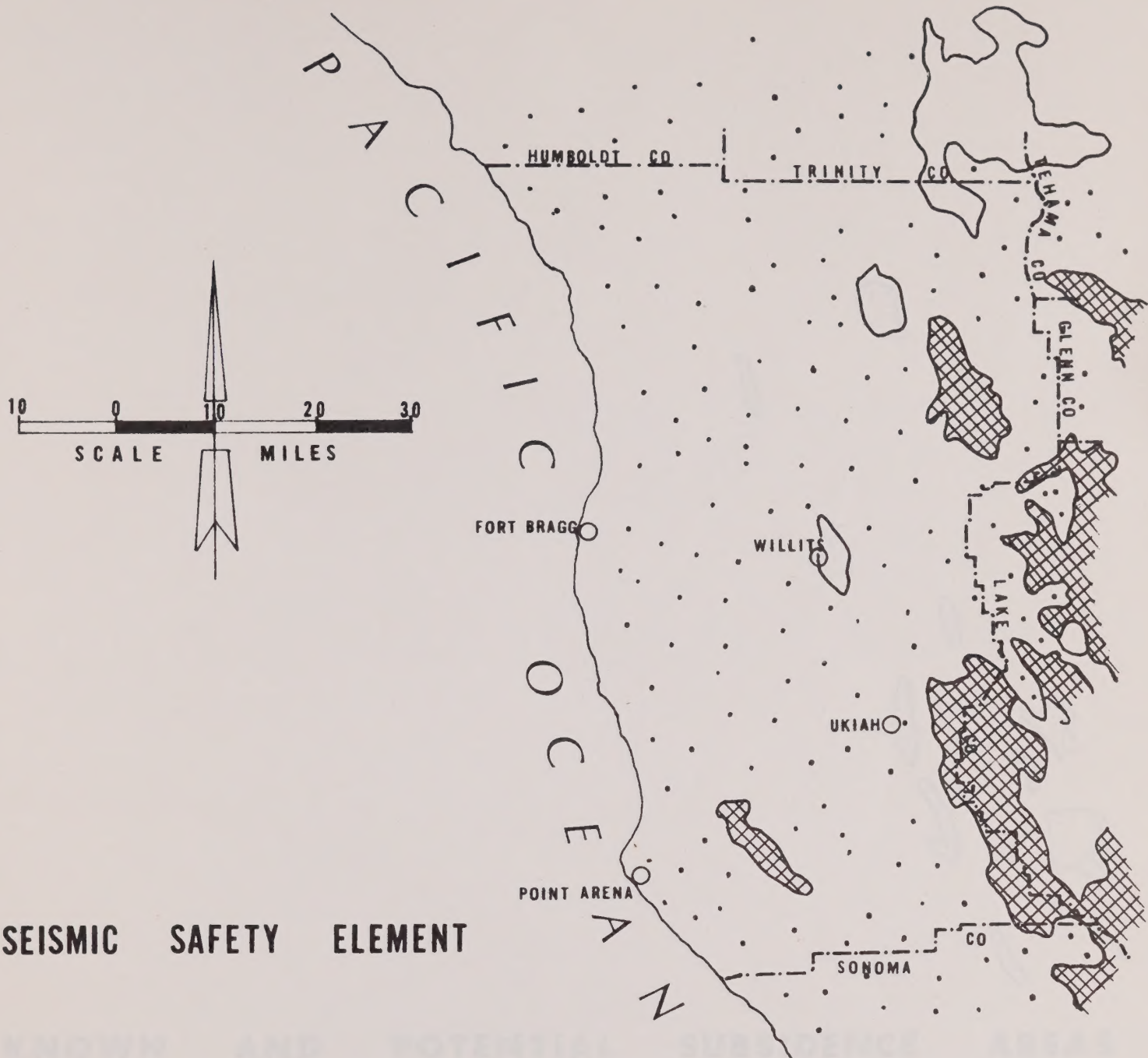
SEISMIC SAFETY ELEMENT

RELATIVE AMOUNTS OF LANDSLIDES



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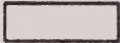
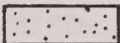
MENDOCINO COUNTY

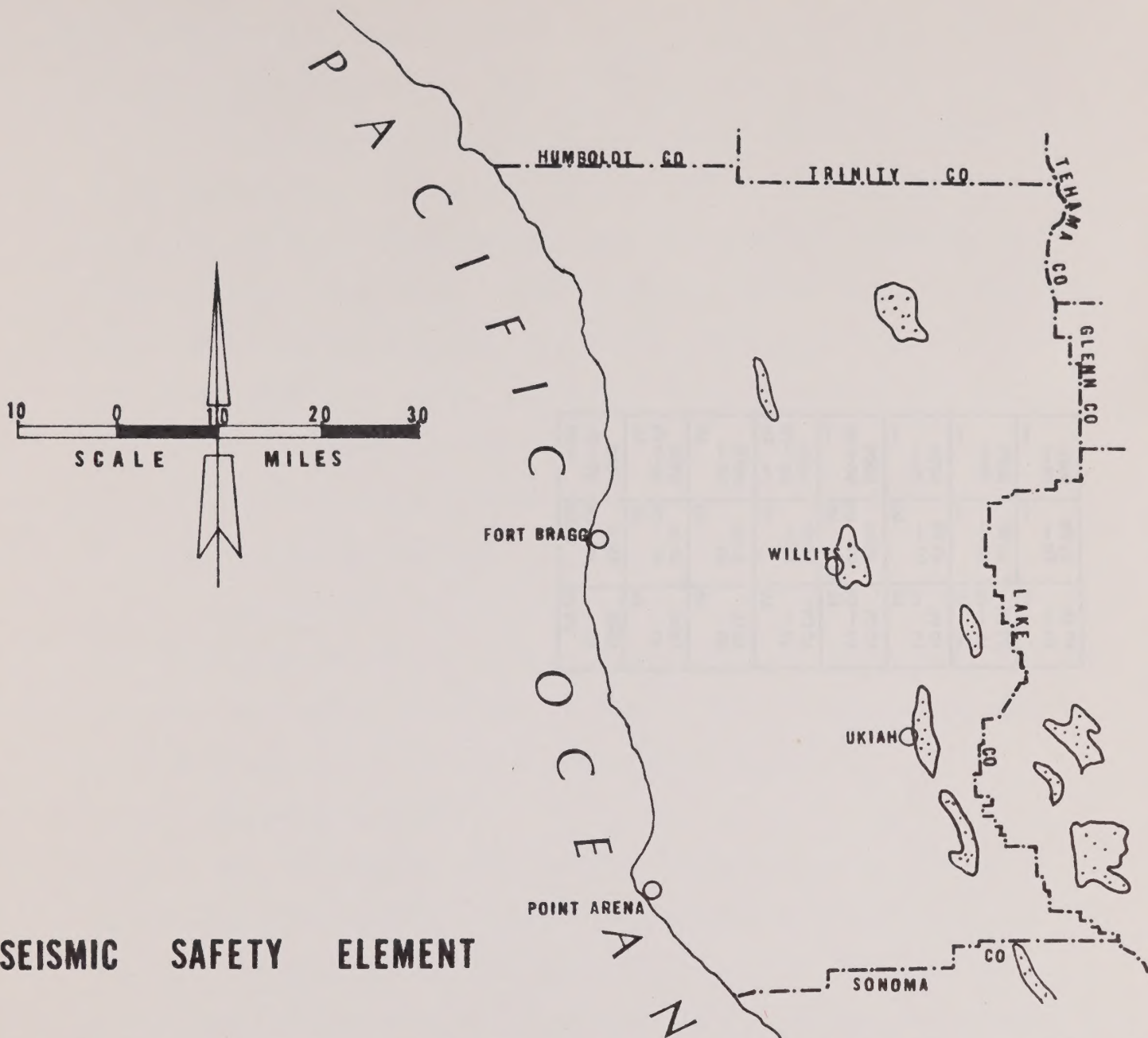


SEISMIC SAFETY ELEMENT

EROSION ACTIVITY

EXPLANATION

	NONE TO SLIGHT
	MODERATE
	SEVERE



SEISMIC SAFETY ELEMENT

KNOWN AND POTENTIAL SUBSIDENCE AREAS

EXPLANATION

POTENTIAL :



PRINCIPAL GROUND WATER BASIN

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MENDOCINO COUNTY

III. METHODOLOGY

A. BASIC DATA

Both the U.S. Geological Survey and the California Division of Mines and Geology have produced and made available much updated and recent map and text information material to assist in the preparation of the Seismic Safety element, together with additional data useful for Safety, Conservation, Land Use and other elements. Most of the exhibits on preceding pages are reproductions of such basic data.

Additional basic data was assembled from State and local Emergency Services plans and programs, etc.

The identification, mapping and evaluation of existing and potential hazards, both as to severity and frequency of occurrence, based on such data, provided the basis for the Policy Statements and the Implementation Proposals contained herein.

B. ACCEPTABLE RISK

The acceptable risk, related to hazards, is described in the Policy Statements section as a generalized statement which is subject to local interpretation and revision in consideration of individual jurisdiction conditions, degrees of hazards, timing, etc.

C. CORRECTION, MITIGATION EFFORTS

Analysis of area hazards recognizes that hazards caused by nature, such as earthquakes, floods and wildfires, may not be eliminated or corrected, but that their effects may be mitigated substantially by planned protective measures as proposed in general terms herein. Hazards are relatively moderate in the

area, and most severe effects in small vulnerable locations may be reduced by progressive corrective actions.

Hazards created by people and their actions are not severe in the area. They may be substantially eliminated or corrected by appropriate actions of the individual jurisdictions and other involved agencies.

D. PROTECTIVE MEASURES

Data developed and analyzed in the preparation of the elements provided the basis for protective measures proposed in the Implementation section.

E. EXCHANGE OF INFORMATION

The assembly of information from various agencies for the preparation of the elements established contacts of value, not only for this report, but for the ongoing process of area planning coordination and effectuation of the Safety and Seismic Safety elements which will require the cooperative efforts of many individuals and agencies over an extended time period.

IV. RELATIONSHIPS OF THE SAFETY and SEISMIC SAFETY ELEMENTS

A. TO OTHER GENERAL PLAN ELEMENTS

Some of the more obvious natural and domestic hazards have been considered in the development of past General Plan elements, in zoning, in building and housing codes, and in the processing of land development projects, etc.

However, with a greater awareness of hazards and the probable impact of natural and other disturbances or disasters, and with factual information and this General Plan guide available, it is imperative that the Policy Standards and Implementation

Proposals contained herein be applied, as appropriate, to all other General Plan elements, to specific plans based hereon, be reflected in zoning and land division ordinances and pertinent codes, environmental impact statements and reports, plans for major public improvement projects, and generally throughout the total planning process.

B. To OTHER FACTORS and AGENCIES

Used as above, these elements may be expected to contribute to reductions in social and economic costs resulting from loss of life, injury, and property damage.

These elements are also of value to the County, and to State agencies holding land ownerships and other interests in the planning area, for use in coordinated planning, land use regulations, and mutual assistance plans and programs.

V. IMPLEMENTATION PROPOSALS

A. OTHER GENERAL PLAN ELEMENTS

It is proposed that the City and the County utilize exhibit map and text data contained and/or referred to herein to modify or supplement other General Plan elements for the purpose of showing the nature and location of hazards or problems, including as appropriate, seismic and other natural hazards, minerals and resources to be protected, evacuation routes, etc.

Such maps and explanatory data are to be considered as having General Plan status at or above that of other elements with which they are related.

B. CAPITAL IMPROVEMENT PROGRAMS

It is proposed that major public projects which are found to be necessary for the mitigation, correction or control of hazards or problems indicated in these elements be included with appropriate attention in the City and County Capital Improvement Programs.

C. REGULATORY MEASURES, PROGRAMS, REVIEW

1. It is proposed that ordinances, codes, regulations and standards of the City and County be reviewed and amended as may be necessary to effectuate the Safety and Seismic Safety elements proposals, and that new regulations be added as necessary for such purposes. This plan may be supplemented by a set of proposed sample ordinance provisions to assist in the foregoing.

2. It is proposed that the City, County, and other area agencies initiate building and fire safety inspection programs to identify fire and structural hazards, and to correct them.

3. It is proposed that all local Emergency Operation Plans and programs be reviewed and updated to reflect hazards indicated herein, to include active programs for more effective operations in emergency or disaster situations, and to provide representation of fire, police and other emergency and protective agencies wherever safety factors are involved in the planning process.

4. It is proposed that these Safety and Seismic Safety elements, together with all related governmental safety planning programs, be reviewed, revised, and maintained at an active level aimed at effectuation of proposals in a vital ongoing planning operation.

5. It is proposed that review and updating processes of the City include consideration of:

a. New seismic hazards data as may become available through further scheduled studies by the U.S. Geologic Survey and the State Division of Mines and Geology.

b. Detailed soil stability, landslide and mudslide locations, soil depth and permeability, moisture content, water table depth, and other such data from Soil Survey reports of the Soil Conservation Service and other such sources.

c. Progressive improvements in fire protection services, facilities and equipment per Board of Fire Underwriters and Fire Marshall standards; new sources of water supply, extended distribution, increased water pressure, additional equipment and personnel, etc.

d. Relationships, responsibilities, and mutual aid plans of Division of Forestry, Fire Districts and City Fire Departments.

e. Present and planned systems of evacuation routes, fire access trails and fire breaks, and of regulatory measures pertaining to seismic and fire safe construction, location and clearance around structures, etc.

f. Organization and effectiveness of local Emergency Operation Plans.

NOTE:

Pertinent environmental concerns and recommendations set forth in the document "Summary Report, Environmental Goals and Policy" (State of California) are reflected in these Safety and Seismic Safety elements.

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AREA GENERAL PLAN - NOISE ELEMENT

I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a NOISE element which is described in the law as follows:

NOISE ELEMENT (Government Code Section 65302(g))

"A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

- (1) Highways and freeways
- (2) Ground rapid transit systems
- (3) Ground facilities associated with all airports

operating under a permit from the State Department of Aeronautics.

"These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

"Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

"The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

II. SCOPE and NATURE of the NOISE ELEMENT

A. PLANNING AREA, GENERAL POLICY

In the Fort Bragg Planning Area, with a City population of about 4,700 persons, and a surrounding unincorporated area of suburban residential, agricultural, and some other mixed land uses, noise is not at present a major problem except for particular small locations in the total area.

General policy is to locate the particular present and potential problem sites, identify present and future noise sources, and provide methods for the reduction and/or reasonable control of noise through the guidance of this noise element, precise plans based hereon, and appropriate regulatory measures to effectuate the proposals contained herein.

1. Noise in the Area

Noise at or approaching problem magnitude in the area is concentrated at several industrial operations, and along the corridors of highway and railroad routes.

Noise generated by urban activities and industrial operations other than transportation must be considered a local problem subject to local attention, and related to but somewhat distinct from transportation noise, the control of which is in the jurisdiction of Federal and State agencies.

It is plan policy to recognize and treat both fields of noise problems, each in a manner and to a degree considered reasonable and adequate for the best interests of the area and the comfort and convenience of its people.

2. Policy Regarding Needed Controls

Urban and industrial noise problems are generated by people and their local activities, in their use of land and equipment, and in their business and industrial operations.

Control of such noises and their sources is most effectively applied, as and when needed, by local City or County ordinances which include enforcement provisions which specify maximum permissible noise levels in relation to established ambient levels.

A sample ordinance is included herein.

Controls of noises from transportation equipment and facilities, such as motor vehicles, railroad trains and aircraft, and their highways, tracks and airways, are almost entirely in the legal jurisdiction of Federal and State agencies.

The preparation of this Noise element was assisted by such agencies, and controls and preventive measures applied by or available through such agencies are incorporated herein.

B. DESIRED MAXIMUM LEVELS in LAND USE AREAS

The intensity of sound, or noise, as detectable by the human ear, is measured in "Decibel" units. For purposes of this element, the A-weighted decible unit, dB(A), as registered on commercial sound level meters, is used in relation to surface noises.

1. Highway Design Standards. The following is a summary of Federal standards for use in the design of roads and highways which are applicable with minor variations in California, and which are proposed element guides. (Ref: U.S. DOT PPM 90-2, Feb. 8, 1973, Appendix B-4).

Land Use Category	Design Noise Level - L ₁₀
A. Unique and unusual tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue to serve its intended purpose.	60 dB(A) (Exterior)
B. Residential areas, schools, churches, libraries, hospitals, and so forth.	70 dB(A) (Exterior)
C. Other developed land not included in (A) and (B) and generally constituted by urbanized business or industrialized areas.	75 dB(A) (Exterior)
D. Special condition sites, areas, or activities. The design noise level should be established, based on the merit of the specific case and an analysis of the acceptable level.	(Exterior or Interior)

2. Land Use Classification Standards. The following standards are proposed as generally desirable ambient exterior noise level guides to be used together with other basic plan elements and in the future planning and location of noise-sensitive land uses and developments in relation to noise generating uses and facilities.

Land Use Classification		Desired Ambient Level, dB(A)
Residential, rural-suburban:	10 PM to 7 AM	40 - 45
	7 AM to 10 PM	45 - 50
Residential, suburban:	10 PM to 7 AM	45 - 50
	7 AM to 10 PM	50 - 55
Residential, low density urban:	10 PM to 7 AM	50 - 55
	7 AM to 10 PM	55 - 60
Residential, med./high density:	10 PM to 7 AM	55 - 60
	7 AM to 10 PM	60 - 65
Commercial zones, districts:	10 PM to 7 AM	65
	7 AM to 10 PM	70
Industrial zones, districts:	24 hours	75

The above standards are intended to be applied with careful attention to the particular City or County area conditions, such

as size and nature of development and expansion area, mixture of uses and spacing of mixed uses, present ambient levels, etc.

The following are summarized noise level standards established by the Department of Housing and Urban Development for residential mortgaging estimates, construction projects and new housing.

General External Exposures, dB(A)

*NEF ZONES,
Airport Environs

1. Unacceptable:

- a. Exceeds 80, 60 min. per 24 hours. Greater than 40*
- b. Exceeds 75, 8 hours per 24 hours.

2. Discretionary, Normally Unacceptable:

- a. Exceeds 65, 8 hours per 24 hours. Between 30* & 40*
- b. Loud repetetive sounds on site.

3. Discretionary, Normally Acceptable:

- a. Does not exceed 65 more than 8 hours per 24 hours. Less than 30*

4. Acceptable:

- a. Does not exceed 45 more than 30 minutes per 24 hours. Less than 30*

Because the foregoing HUD standards also apply to FHA financing of residential housing, they must be given particular attention and be related closely to the preceding land use classification standards if and when a local jurisdiction considers application of non-transportation noise regulations.

C. STANDARDS, NOISE FROM TRANSPORTATION FACILITIES

The State law definition of the Noise element mentions only, and so gives primary importance, to noise generated by transportation facilities, (See page 1., Authority):

*NEF: "Noise Exposure Forecast", HUD Noise Assessment Guidelines.

"(1) Highways and Freeways,

"(2) Ground rapid transit systems,

"(3) Ground facilities associated with all airports operation under permit from the State Department of Aeronautics."

Since ground rapid transit systems do not exist in the planning area except in the mild form of limited bus operations on public roads and highways, and since area airports are general aviation operations not used for scheduled airline purposes or for large commercial jet engine aircraft, this Noise element plan directs primary attention to highway and freeway noise problems. Although railroads are not specifically mentioned in the law, they are recognized as contributors to noise problems in the area.

Control of noise related to motor vehicles, aircraft, and railroad equipment is under the jurisdiction of Federal and State agencies. For this reason this plan element is designed to present information useful for planning purposes rather than to propose specific local control standards for transportation facilities.

Under the State law, the agencies responsible for the construction and maintenance of major transportation facilities are obligated to provide present and projected noise levels for their facilities. Therefor, in this planning area, the State Department of Transportation is the major contributor of such information.

1. Standard for Basic Information

Two recognized methods for presenting the present and projected noise level information are available from the California Department of Transportation, which methods are:

a. "Test Method No. Calif. 701-A", mean truck noise levels for diesel trucks.

b. "L₁₀ Method", the sound level that is exceeded ten percent of the time (the 10th percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.

Both the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development accept the L₁₀ Method, rather than the California Method. The Department of Transportation has provided L₁₀ Method data for 1974 and projected 1995 noise contour mapping of urban areas, together with section drawings from which to apply Calif. 701-A Method data along low traffic volume rural routes on an interim basis.

c. Government Code Sec. 65302(g) Standards

<u>Data Sources</u>	<u>dB(A) Map Contours</u>
From L ₁₀ data, meter readings, (or California Method, charts, etc.):	
1. Freeways and Highways	Down to <u>65</u>
2. At hospitals, rest homes, long-term . . . medical or mental care, or outdoor recreation areas (as appropriate)	Down to <u>45</u>

d. Airport Ground Facilities and Aircraft.

The following noise level standard is proposed as a goal for existing airports and a control for future airports where residential or hospital, etc. uses as above are located adjacent to, or in close proximity to the airport boundaries.

<u>Location of Sound Level Reading</u>	<u>*CNEL Reading</u>
At airport boundary adjacent to residential, etc. use areas.	<u>65</u> dB(A)

*CNEL = "Community Noise Equivalent Level", in decibels, represents the average daytime noise level during a 24 hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and night-time periods relative to daytime periods.

III. GENERAL POLICY STATEMENTS re. STANDARDS, GOALS

This Noise element is designed to provide a guide for local jurisdictions to use in relation to their particular needs and conditions. It is adaptable for adoption in this form as the broad General Plan element, and may be revised or supplemented as particular needs dictate.

Standards contained herein are derived from State and Federal agency sources, and in most cases were developed specifically for such General Plan and related purposes.

Goals of the plan element are to provide the general guide and sufficient detail to identify noise problems, present basic standards for their reduction and/or control, and indicate methods to effectuate such controls.

The element and its effective application in the planning area has value in that it may produce a more pleasant "people" environment through reduction and control of noise pollution which has been proven to have, at certain levels, adverse effects upon the physical and mental well-being of persons subjected to such pollution.

IV. RELATIONSHIPS of the NOISE ELEMENT

A. TO OTHER GENERAL PLAN ELEMENTS

There is a strong relationship between the Noise element and the Land Use element and its urban and suburban land use classification areas, the Housing element with respect to Federal standards for acceptable noise levels for residential construction financing, and the Circulation element with respect to desired transportation facility noise levels.

The noise element is in a sense a supplementary element to the above in that its standards and proposals are to be superimposed upon, or incorporated with those of the other element plans.

It has particular value in its use with respect to the location and design of future transportation facilities, and in the location of future housing developments, hospitals, etc. in relation to transportation facilities and other primary noise generators.

B. TO ENVIRONMENTAL IMPACT

Standards and goals of this plan element will have reference value in the assessment of noise impact upon the environment which may result from most proposed public and private projects.

C. TO OTHER AGENCIES

The planning area includes both the incorporated area of the City and a surrounding unincorporated area of the County. Also within the planning area are lands in special districts and in local and other governmental ownerships.

All or most of such agencies are concerned with present and potential noise problems in some degree. They are urged to utilize appropriate goals and standards contained herein for purposes of uniformity and planning coordination.

V. IMPLEMENTATION PROPOSALS

A. NOISE ELEMENT re. TOTAL GENERAL PLAN

As indicated in preceding part IV hereof, the Noise element relates closely to, and may be implemented through application of its standards and goals to other General Plan elements.

Although State law mandates a fractured total listing of General Plan elements with forced duplications, etc., local refinement and reasonable administration will permit orderly transmittal of goals and standards from plan to plan for effective implementation.

All such elements require periodic review which may include better organization of plan features based on use and experience.

B. REGULATORY MEASURES

The Noise element contains both proposed standards for future facility and development location and design, and for specific controls which are proposed to be applied by law - Federal, State or local ordinance.

Since, as has been mentioned, noise controls of transportation facilities are in Federal and State jurisdiction, only the controls of noise related to urban land uses and operations and commercial and industrial operations are subject to local ordinance control.

Needs for such regulation will be greatest in City and urban areas, and the degree of need and timing for application of controls is a matter of local jurisdiction determination.

A sample ordinance designed for such purpose is included as "Exhibit B" hereof. Although the sample is drafted as a City ordinance, it is adaptable for County use also.

C. ADDITIONAL IMPLEMENTATION MEASURES

Although it is recognized that correction or reduction of existing noise problems is difficult, some relief may be expected through stricter Federal and State standards applied to motor

vehicles, aircraft and railroad equipment. Sound barriers may be installed along serious problem sections of freeways and highways, industries may install sound control equipment, exterior wall and mass planting, and interior soundproofing may be installed to reduce noise in existing structures.

The more effective long-range implementation measures will be, through use of standards and controls proposed herein, and the use of the charts, maps, etc. which constitute "EXHIBIT A" hereof, to consider carefully the noise factor in the design and location of future transportation and other noise generating facilities with respect to noise sensitive land uses.

Conversely, housing and hospital, etc. types of land uses should be located and designed in the future with careful consideration of present and projected noise levels of present or future high level noise generating facilities.

The "EXHIBIT A" maps are to be considered as basic information having value for present purposes. They should be supplemented by more detailed and updated "on-site" sound level readings and analysis of future noise generator projections in the area, particularly at the time site locations for housing developments, hospitals, schools, health care facilities, places of public assembly, recreation facilities, etc. are being selected.

Ambient sound level readings will be required to be taken and recorded in conjunction with implementation of controls by use of local sound control ordinances, "Exhibit B".

NOISE CHARTS and DIAGRAMS

The following charts and diagrams are intended to give a general understanding of noise and its levels of magnitude and effect, as heard by the human ear.

Some of the charts and diagrams are informational, and some are intended for use in relation to policies, standards, and controls of present and projected noise problems as set forth in this plan element.

They should be used with the understanding that they present generalized information in some cases, and some may require supplementary data for reliable results.

<u>EXHIBIT</u>	<u>TITLE</u>
A-1	COMMON INDOOR AND OUTDOOR NOISE LEVELS Source: "Guide On Evaluation And Attenuation Of Traffic Noise", Author and Publisher: American Assoc. of Highway and Transportation Officials.
A-2	CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVELS. Source: "Transportation Noise And Its Controls", U.S. Department of Transportation.
A-3	MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC AT 50 MILES PER HOUR. Source: Same as A-2.
A-4	NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS. Source: Same as A-2.
A-5	NOISE REDUCTION WITH AND WITHOUT TREES. Source: Same as A-2.
A-6	WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS. Source: Same as A-2.
A-7	ESTIMATED LOCATION OF <u>CNEL</u> = 70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORTS. Source: California Department of Aeronautics, per, "TITLE 4, (Register 70, No. 48-11/28/70)".

<u>EXHIBIT</u>	<u>TITLE</u>
A-8	TYPICAL TRUCK NOISES VERSUS DISTANCE FROM THREE BASIC FREEWAY DESIGNS. Source: "Methods For Measuring Noise Levels", California Department of Transportation.
A-9	<u>NOTE:</u> Exhibit A-9, included herein <u>by reference</u> , consists of L ₁₀ Method Highway Noise Contour strip maps and related data prepared and contributed to the noise element plan program by the California Department of Transportation.

The L₁₀ method maps and data provide the most authentic and useful information for plan element use along freeway and major highway corridors.

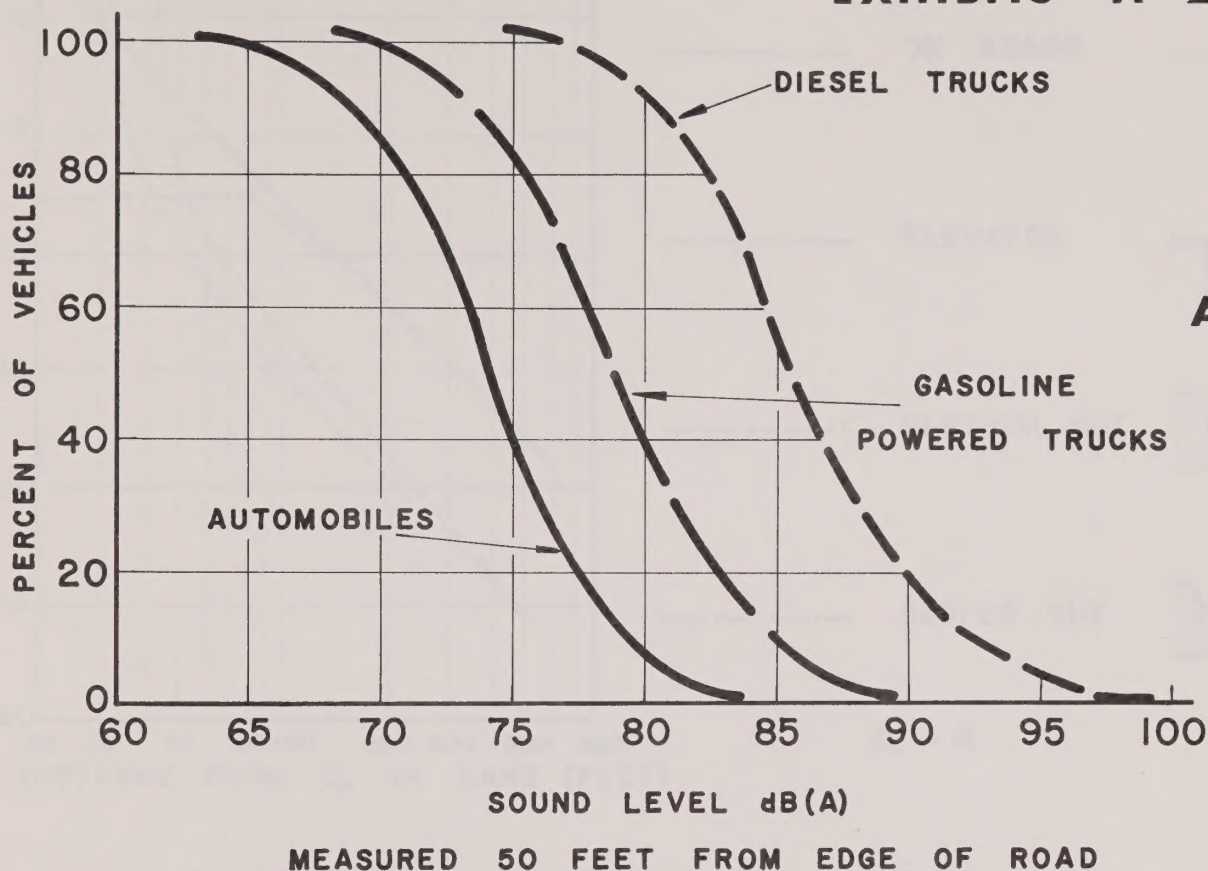
<u>COMMON OUTDOOR NOISE LEVELS</u>	<u>NOISE LEVEL dB(A)</u>	<u>COMMON INDOOR NOISE LEVELS</u>
	-110-	--- Rock Band
Jet Flyover at 1000 ft. -----	-	
	-100-	
Gas Lawn Mower at 3 ft. -----	-	---- Inside Subway Train (New York)
	-90-	
Diesel Truck at 50 ft. -----	-	---- Food Blender at 3 ft.
	-80-	
Noisy Urban Daytime -----	-	--- Garbage Disposal at 3 ft. Shouting at 3 ft.
	-70-	
Gas Lawn Mower at 100 ft. -----	-	---- Vacuum Cleaner at 10 ft.
	-60-	
Commercial Area -----	-	---- Normal Speech at 3 ft.
	-	---- Large Business Office
	-50-	
Quiet Urban Daytime -----	-	--- Dishwasher Next Room
	-40-	
Quiet Urban Nighttime -----	-	--- Small Theatre, Large Conference Room (Background)
	-30-	
Quiet Suburban Nighttime -----	-	---- Library
	-20-	
Quiet Rural Nighttime -----	-	---- Bedroom at Night
	-10-	
	-	---- Concert Hall (Background)
	-	---- Broadcast & Recording Studio
	-	
	-	---- Threshold of Hearing
	-0-	

Source: "Guide on Evaluation and Attenuation of Traffic Noise",
 Author and Publisher: American Association of State Highway and
 Transportation Officials.

NOTE: A ten (10) decibel increase in sound level on dB(A) scale
 doubles the apparent loudness or annoyance of the sound.

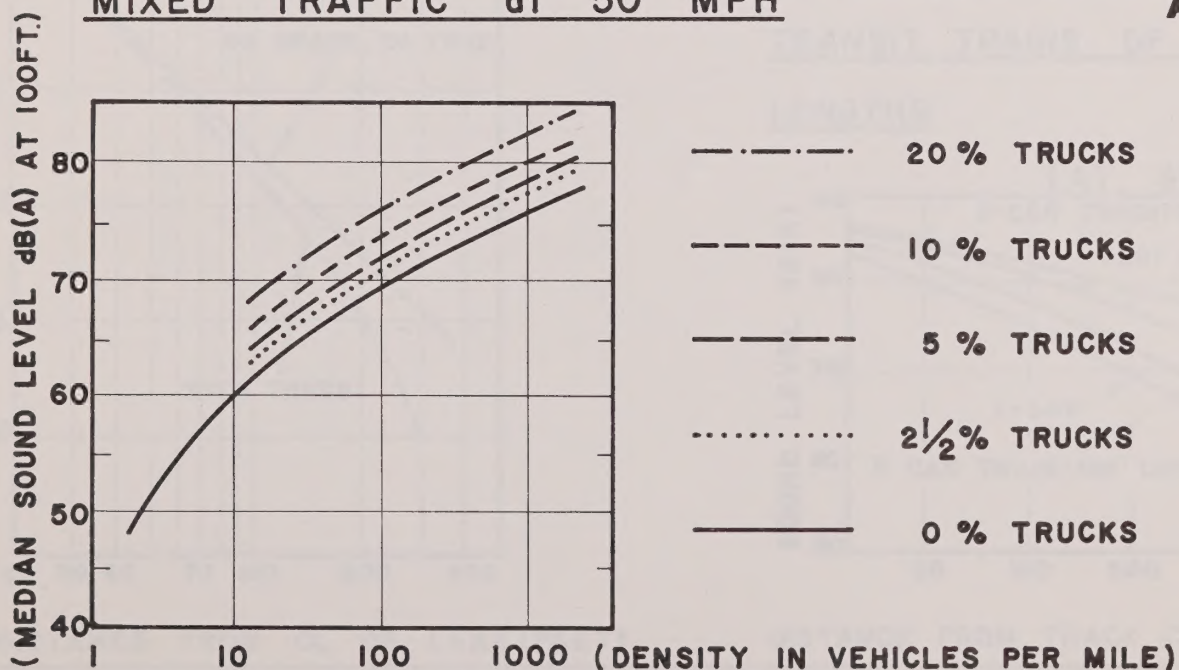
CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVEL

EXHIBITS A-2, 3

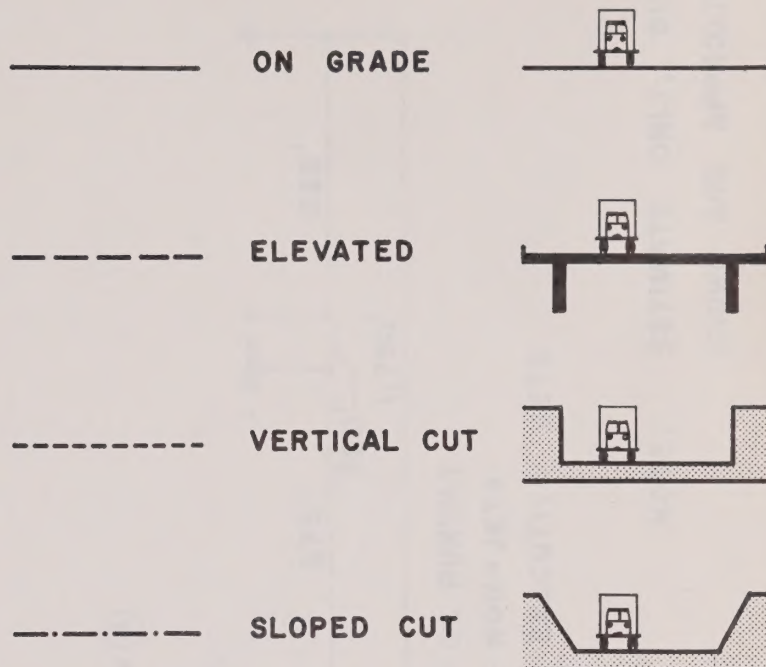
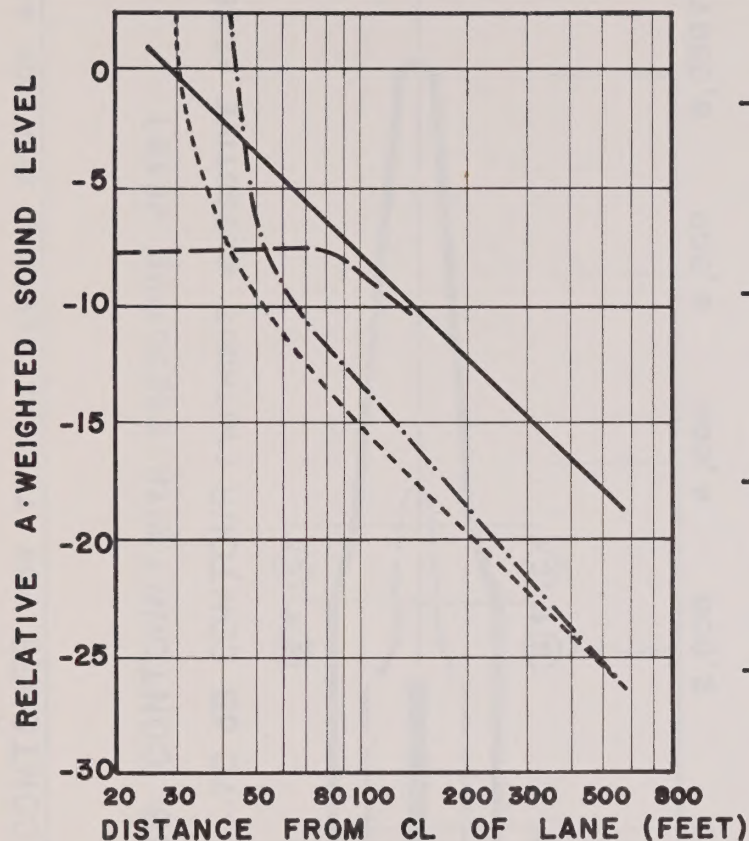


MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC at 50 MPH

A-3



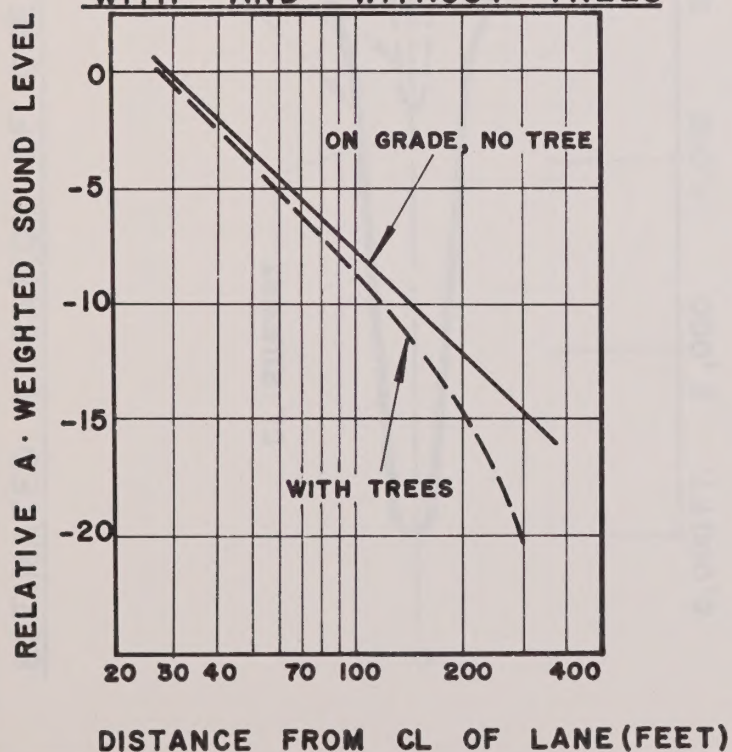
NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS



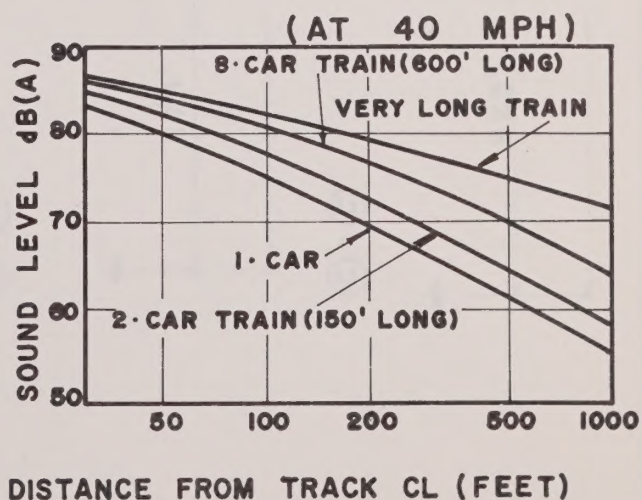
A - 4

A - 5 NOISE REDUCTION

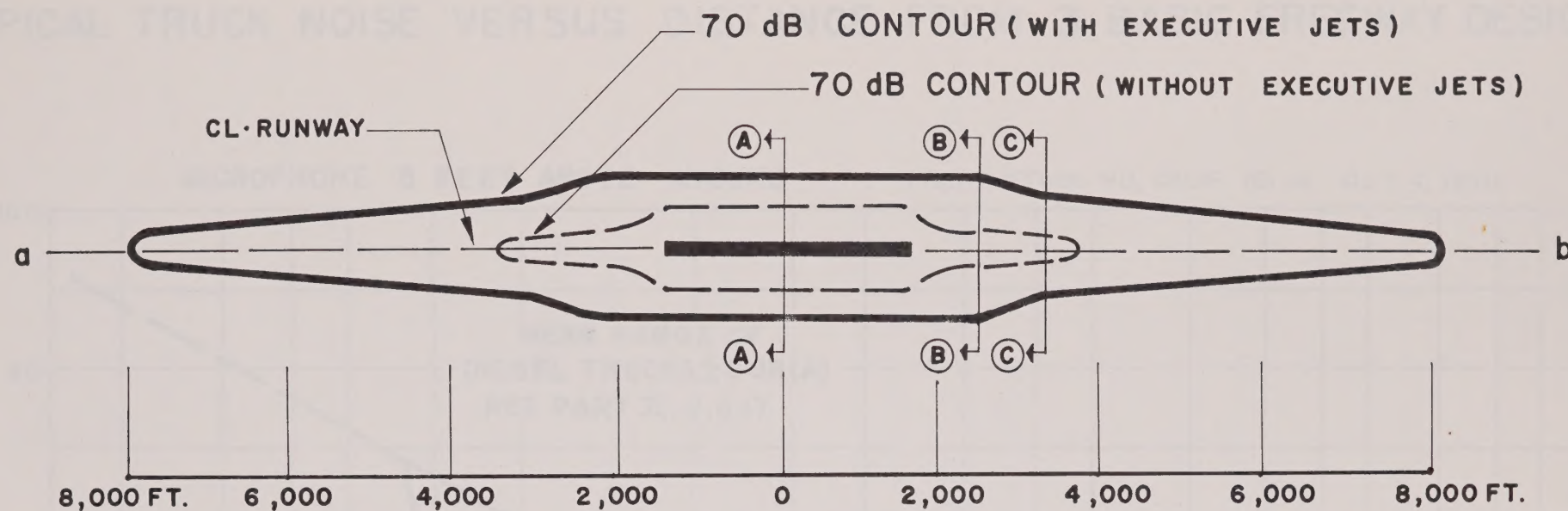
WITH AND WITHOUT TREES



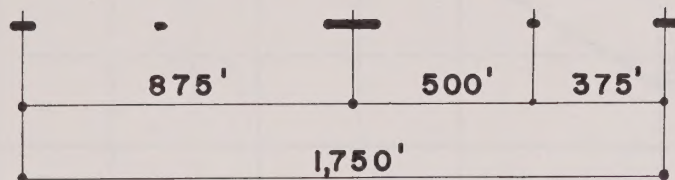
A - 6 WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS



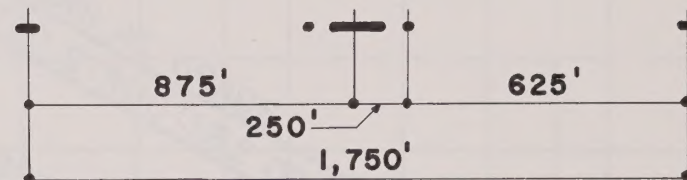
ESTIMATED LOCATION OF CNEL=70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORT



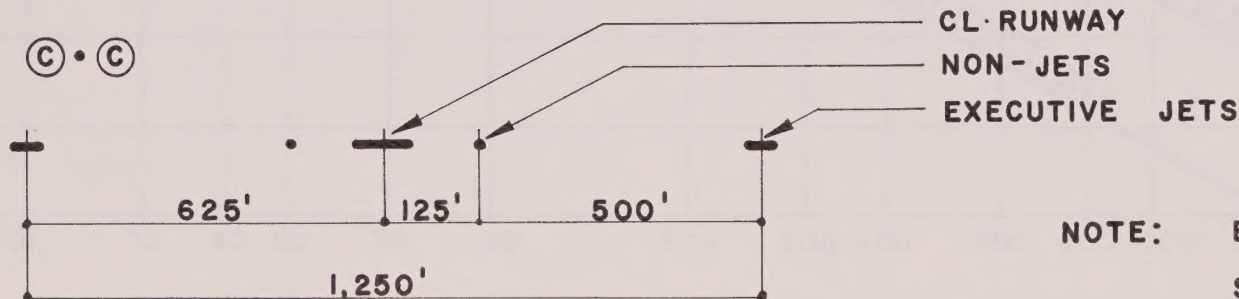
(A) • (A)



(B) • (B)



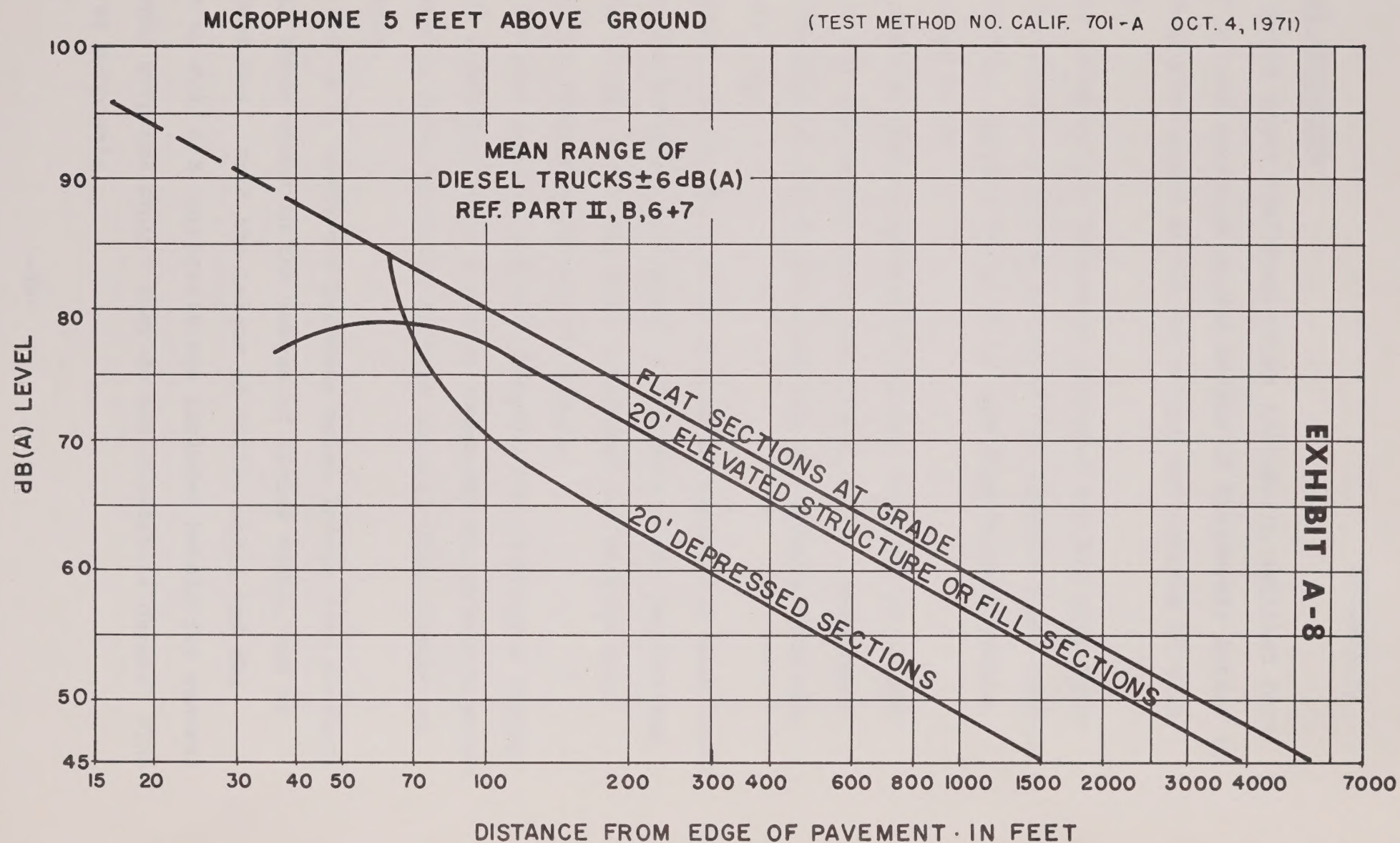
(C) • (C)



NOTE: ESTIMATE ONLY, DISTANCES SHOWN ARE APPROXIMATE.

EXHIBIT A-7

TYPICAL TRUCK NOISE VERSUS DISTANCE FROM 3 BASIC FREEWAY DESIGNS



MODEL NOISE ORDINANCE

The model noise ordinance which follows in modified form, as Exhibit B, was prepared by the League of California Cities to serve as a general guide as to the nature and content of such ordinances.

It is intended for reference purposes for any City which might in the future find that noise of the limited types subject to local control appears to be at or approaching intolerable levels in some areas.

Any such ordinance should be further modified to relate directly to the particular city conditions and to established and recorded ambient sound levels within the various land use areas of the city.

Although few of the smaller cities in California have found need for noise control ordinances, other models may be obtained from larger cities which may have developed and adopted such ordinances for their particular situations.

The Pacific Gas and Electric Company has prepared a suggested form of ordinance which contains community sound levels which are the same as those proposed in this General Plan element on page 4 hereof.

The P.G. & E. ordinance proposes noise levels five decibels higher than those shown in the League of Cities model, and as shown on page B-3. Both the League of Cities model and the references to P.G. & E. proposals are included herein for general informational purposes only. They do not constitute General Plan standards or proposals.

MODIFIED

Model Noise Ordinance-League of California Cities

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF _____ ADDING
CHAPTER _____ TO TITLE _____ OF THE _____
MUNICIPAL CODE PROHIBITING EMISSION OR CREATION OF
NOISE BEYOND CERTAIN LEVELS.

THE CITY COUNCIL OF THE CITY OF _____ DOES ORDAIN
AS FOLLOWS:

Chapter _____ consisting of _____ articles and entitled "NOISE
REGULATIONS" is added to the _____ Municipal Code to read as follows:

CHAPTER _____. NOISE REGULATION

Article 1. General Provisions

Sec. ____ Declaration of Policy.

It is hereby declared to be the policy of the City to pro-
hibit unnecessary, excessive, and annoying noises from all sources
subject to its police power. At certain levels noises are detrimental
to the health and welfare of the citizenry and in the public interests
shall be systematically proscribed.

Sec. ____ Definitions.

As used in this chapter, unless the context otherwise clearly
indicates, the words and phrases used in this chapter are defined as
follows:

(a) Ambient Noise. "Ambient noise" is the all-encompassing
noise associated with a given environment, being usually a
composit of sounds from many sources near and far. For the
purpose of this ordinance, ambient noise level is the level
obtained when the noise level is averaged over a period of
15 minutes without inclusion of noise from isolated identi-
fiable sources, at the location and time of day near that at
which a comparison is to be made.

(b) Decibel. "Decibel" (dB) shall mean a unit of level
which donates the ratio between two (2) quantities which are
proportional to power; the number of decibels corresponding
to the ratio of two (2) amounts of power is ten (10) times
the logarithm to the base ten (10) of this ratio.

(c) Emergency Work. "Emergency work" shall mean work made
necessary to restore property to a safe condition following
a public calamity or work required to protect persons or
property from an imminent exposure to danger or work by
private or public utilities when restoring utility service.

(d) Frequency. "Frequency" of a function periodic in time shall mean the reciprocal of the smallest increment of time for which the function repeats itself. The unit is the cycle per second or hertz.

(e) Person. "Person" shall mean a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.

(f) Sound Level. "Sound level" (noise level) in decibels is sound measured using the A weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is impulsive or rapidly varying in nature in which case fast response shall be used.

(g) Sound Level Meter. "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, a frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American National Standards Institute's Specification S1.4 - 1971 or the most recent revision thereof for type S-2A general purpose sound level meters.

(h) Motor Vehicles. "Motor vehicles" shall include, but not be limited to, mini-bikes and go-carts.

(i) Sound Amplifying Equipment. "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music, or any other sound. "Sound amplifying equipment" shall not include standard automobile radios when used and heard only by the occupant of the vehicle in which the automobile radio is installed. "Sound amplifying equipment", as used in this chapter, shall not include warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.

(j) Sound Truck. "Sound truck" shall mean any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, having mounted thereon, or attached thereto, any sound amplifying equipment.

(k) Commercial Purpose. "Commercial purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.

(l) Noncommercial Purpose. "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Noncommercial purpose" shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes.

(m) Supplementary Definitions of Technical Terms.

Definitions of technical terms not defined herein shall be obtained from the American National Standards Institute's Acoustical Terminology S1-s-1971 or the most recent revisions thereof.

Sec. ____ Sound Level Measurement Criteria.

Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting.

Sec. ____ Presumed Ambient Noise Level.

When "ambient noise level" is referred to in this chapter, it shall mean the higher of the following: (1) actual measured ambient noise level, or (2) presumed ambient noise level as determined from the chart below:

Zone	Time	Sound Level A, decibels		
		Community Environment Classification		
		Very Quiet (rural-suburb)	Quiet (suburb)	Slightly Noisy (suburb-urban)
R1 and R2	10pm to 7am	35	40 (45) *	45 (50) *
"	7pm to 10pm	40	45 (55) *	50 (60) *
"	7am to 7pm	45	50	55
R3 and R4	10pm to 7am	40	45 (50) *	50 (55) *
"	7am to 10pm	45	50 (55) *	55 (60) *
Commercial	10pm to 7am	50 (55) *		55 (60) *
"	7am to 10pm	55 (60) *		60 (65) *
M1	anytime	65 (70) *		65 (70) *
M2	anytime	70 (75) *		70 (75) *

Sec. ____ Violations: Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be fined in an amount not exceeding Five Hundred and no/100ths Dollars (\$500.00) or be imprisoned in the City or County Jail for a period not exceeding six (6) months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

Sec. ____ Severability.

If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not effect the other provisions or applications of the provisions of this chapter which can be given effect without the invalid provisions or applications and, to this end, the provisions of this chapter are hereby declared to be severable.

*Sound levels recommended by Pacific Gas and Electric Company.

Article 2. Special Noise Sources

Sec. _____ Radios, Television Sets, and Similar Devices.

(a) Uses restricted. It shall be unlawful for any person within any residential zone of the City to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound (between the hours of 10:00 p.m. or one day and 7:am of the following day) in such a manner as to disturb the peace, quiet, and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

(b) Prima facie violation. Any noise level exceeding the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five (5) decibels shall be deemed to be prima facie evidence of a violation of the provisions of this section.

Sec. _____ Schools, Hospitals and Churches.

It shall be unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church, or hospital.

Sec. _____ Machinery, Equipment, Fans, and Air Conditioning.

It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels. For the purposes of this section, "noise level" shall mean measured sound level with the following values added as corrections for time duration and character of the noise.

(a) Add one and only one of the following corrections for time duration:

1. Noise persists for more than five (5) minutes out of any one hour. 0
2. Noise persists for more than one minute but not more than five (5) minutes out of any one hour. -5
3. Noise persists for one minute or less out of any one hour. -10

(b) Add one and only one of the following corrections for unusual character:

- | | |
|---|----|
| 1. Noise has no unusual character. | 0 |
| 2. Noise contains a piercing pure tone. | +5 |
| 3. Noise is impulsive or rattling in nature. | +5 |
| 4. Noise carries speech, music, or other information content. | +5 |

Article 3. Construction

Sec. ____ Construction of Buildings and Projects.

It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of _____ p.m. of one day and _____ a.m. of the next day) in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from (the officer or body of the City having the function to issue permits of this kind). No permit shall be required to perform emergency work as defined in Article 1 of this chapter.

Article 4. Additional Regulations

NOTE: (The following may be of some value in some locations, may involve enforcement problems, may be added later, etc.)

- Sec. ____ Vehicle repairs (on private property in residential areas)
- Sec. ____ Motor-Driven Vehicles (off-highway)
- Sec. ____ Amplified Sound (difficult to control)
- Sec. ____ Hawkers and Peddlers (not necessary?)
- Sec. ____ Animals and Fowl (difficult to control)
- Sec. ____ Train Horns and Whistles (P.U.C. controls?)

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AREA GENERAL PLAN ELEMENT: SCENIC HIGHWAYS

I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a SCENIC HIGHWAYS element which is described in the law as follows:

SCENIC HIGHWAYS ELEMENT(Government Code Section 65302(h)).

The plan shall include a "(h) scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5

(commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highway Code".

Legislation providing for a state-wide scenic highways system was first enacted in 1960, and in 1963 the legislature adopted a Master Plan for State Scenic Highways. Since that time the master plan has been periodically revised and expanded by legislative actions.

Under provisions of the above Streets and Highways Code, standards and guides for scenic highways systems have been adopted and published, and the State Scenic Highway Advisory Committee has been activated to assist in the plan program.

This General Plan element was prepared in conformity with the above provisions of law and guidelines made available thereunder, the Master Plan of State Scenic Highways, and the State CIR guidelines for preparation of the element.

It also recognizes recommendations contained in the State Office of Planning and Research document "Summary Report: Environmental Goals and Policy, June 1, 1973".

B. SCENIC CHARACTER of the PLANNING AREA

The Fort Bragg planning area is located in the beautiful North Coast region of California with outstanding scenic attractions in its spectacular ocean cliffs and sand beaches, stands of redwoods, conifers, and native flowering shrubs on its rolling foothills, and streams flowing through the area to the ocean.

Fort Bragg is an historic lumber town with many of its interesting old homes and other buildings still standing. It is a service and trading center for the surrounding region, containing several State parks, good hunting areas, ocean and stream fishing, private and commercial recreational developments, etc. Noyo harbor is a tourist attraction and port for an ocean fishing fleet.

The planning area plays host to many thousands of tourists and recreation visitors each summer, and increasing numbers the balance of the year. The economic benefits of the recreation industry are fully recognized in the area, and it is important that the natural scenic resources be recognized as an asset which involves a responsibility for its protection to continue producing broad public benefits.

Previously adopted General Plan elements, such as Land Use, Open Space, Conservation, and Recreation, have given strong emphasis to the scenic character of the planning area, and this Scenic Highways element focuses attention to the corridors along the numerous travel routes having particular scenic values.

II. SCOPE and NATURE of the ELEMENT

Because the strong natural asset of scenic beauty spreads over and far beyond the immediate planning area, and the travel corridors traverse the broader region in a composite system, the Scenic Highways element is truly a regional plan element in its scope and nature.

The plan element goals and objectives, policy statements, standards and proposals all give major consideration to this feature, and to the need for closely coordinated actions on the part of City and County jurisdictions to properly effectuate the total area plan.

III. GOALS and OBJECTIVES

Goals of the element are to produce a long-term guide for the progressive development of a truly outstanding area scenic highways system which will fully expose to the traveling public the scenic beauty of the total area.

Objectives are to implement the scenic routes system by City, County, and State coordinated actions, and to ensure continuing protection of the natural character of scenic corridors through local jurisdiction protective measures.

IV. GENERAL POLICY STATEMENTS

It is the general policy of this plan element and its City sponsor that the plan be recognized as a multi-jurisdictional program guide, and that:

A. SCENIC ASSETS BE RECOGNIZED in their numerous and varied forms within the area, as natural resources of broad public interest and esthetic value, as having prime economic values

to the area, as being fragile assets which are vulnerable to damage and destruction by man, and which impose the responsibility for their protection upon the local governments of the area.

B. SCENIC HIGHWAYS BE MEANS OF DISPLAY of the scenic, historical and recreational assets of the area, providing access along beautiful and interesting travel route corridors to the variety of attractions the area offers, such routes to invite visitors by their poppy sign identification as the system expands in conformity with State standards for such identification.

C. COORDINATED PLANNING AND ACTIONS by all Federal, State and local governmental agencies concerned be the agreed means of accomplishing a truly effective result of the goals and objectives of this plan element, and that common standards for the protection of scenic corridors be the basis for protective measures to be adopted.

V. STANDARDS AND PROPOSALS

A. STATE MASTER PLAN, ELIGIBLE ROUTES

The California Scenic Highway System is shown on a map of State Highway routes which are eligible for official scenic highway designation. The map may be amended by action of the State Legislature to add routes which are proposed by local jurisdictions.

Although some units of the State-wide route system have been found to meet standards, have been officially designated as scenic highways, and have been posted with the attractive

and valued "poppy signs", most of the State-wide system is not yet officially designated.

B. STATE SCENIC HIGHWAY STANDARDS

Elegible highways, being those shown on the California Scenic Highway System plan, may become officially designated when the State Scenic Highway Standards have been met, as follows:

1. When the roadway and right of way meet the Scenic Highway Standards, or the State has developed a plan and program to bring them up to such standards.

2. When the local jurisdiction has adopted and implemented a plan and program for the protection and enhancement of the Scenic Corridor.

Assignments of responsibilities for meeting standards by the State and local jurisdictions are set forth in the Streets and Highway Code as follows:

"The Department of Public Works (Department of Transportation) shall take into consideration the concept of the "complete highway", a highway that incorporates not only safety, utility, and economy, but also beauty. In the development of highways, the Department will give special attention both to the impact of the highway on its environment and to the highway's visual appearance. The standards for achieving official designation of eligible Scenic Highways shall also require that local governmental agencies have taken such planning actions as may be necessary to protect and enhance the scenic appearance of the corridor (the area adjacent to and

outside of the highway right-of-way), including but not limited to:

- a. The regulation of land use which may include density and/or intensity of development.
- b. Detailed (specific) land and site planning.
- c. Prohibition of off-site outdoor advertising.

Highways which are eligible to become officially designated Scenic Highways include both:

1. State highways shown on the Master Plan of "State Highways Eligible for Official Scenic Highway Designation", and,
2. County Scenic Highways which are so classified in an adopted County General Plan.

Local legislative bodies may initiate proposals to have additional highway units added to the State Master Plan, and they have the responsibility to initiate requests that the Department of Transportation conduct corridor studies along particular highways in cooperation with local representatives as a step toward official designation of State routes in the planning area.

C. LOCAL SCENIC HIGHWAY STANDARDS

County roads may be designated as official County Scenic Highways by the County Board of Supervisors after the State Director of Public Works (Director, Department of Transportation) has found that all necessary requirements have been met. All standards and procedures prescribed in the publication "The Scenic Route, A Guide For The Official Designation of

Eligible Scenic Highways", (and summarized herein), shall apply with minor variations, to County Scenic Highways.

The State will not, in the case of County routes, undertake Scenic Highway (corridor) studies for County routes, but will upon request consult with local jurisdictions regarding the technical aspects of the program.

Although the aforesaid guide document does not mention "City" scenic highways, it does state that "The General Plan (map) for the City or County should identify the highways or roads eligible for designation as official State or County Scenic Highways. The General Plan report (text) should formulate the local policies and standards for the local Scenic Highway Program".

Standards of this element for local scenic highways and roads are those for State routes, but with reasonable modifications of design standards appropriate to local traffic volume, terrain and environmental conditions.

D. PLAN ELEMENT PROPOSALS

Proposals of this plan element are as follows:

1. That the State Master Plan of eligible scenic highways be incorporated in this element plan as the basic scenic highway system for the planning area.

2. That the local area jurisdictions adopt supplementary local scenic routes as proposed herein and/or as meet local approval in later precise plan studies coordinated with this element.

3. That local jurisdictions consider early adoption and

application of necessary zoning and other measures to provide the local protection required for scenic route corridors.

4. That local jurisdictions act in coordination to request State assistance as necessary to implement required route studies.

5. That local jurisdictions work toward early compliance with standards as necessary for desired official designation of reasonably extensive (inter-county, etc.) segments of the total area scenic highway system on a mutually agreeable priority basis.

VI. SCENIC ROUTE STATUS IN PLANNING AREA

A. STATE HIGHWAYS, ELIGIBLE ROUTES

State Highway routes in the County and Planning Area which are eligible for scenic highway designation are:

1. State Highway Route 20, from the Lake County line westerly to Ukiah, northerly in combination with U.S. 101 to Willits, and westerly to State Route 1 at Fort Bragg.

This route passes Clear Lake and Blue Lakes in Lake County, Lake Mendocino and scenic exposures of the Russian River and redwoods country to Willits, and spectacular mountain redwood areas to Fort Bragg.

2. State Highway Route 1, extending along the world-famous Mendocino Coast from the southerly County boundary, through numerous attractive towns to Fort Bragg and on north to Rockport. This route gives access to several of the finest State Parks and other recreational and historical sites on the North Coast.

3. State Highway 208 and U.S. 101, being the northerly extension of the Highway 1 route through mountain redwood country to the Humboldt County boundary.

B. LOCAL HIGHWAYS, ELIGIBLE ROUTES

As stated above, local streets, roads and highways which are eligible for scenic highway designation are those identified as scenic routes in adopted City and County General Plans.

To this date, no local County or City routes have become eligible for scenic highway designation because none have been proposed as such in adopted General Plans.

C. STATE SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been declared eligible by State legislative action, which have been identified in adopted local General Plans, which have been found to meet State standards, and which have been posted with the scenic highway "poppy" signs.

To this date, no State Highways in the planning area have been so designated.

D. LOCAL SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been identified as scenic highways in adopted local General Plans, have been found to meet State and local standards, and have been posted with scenic highway "poppy" signs.

To this date, no local routes have been so designated.

VII. SCENIC ROUTE PROPOSALS

A. PROPOSED ADDITIONAL STATE ROUTES

It is proposed that U.S. Highway 101 from Willits to

Leggett, and State Route 162 from Longvale to the easterly County boundary be considered for addition to the State plan to complete an integrated system of scenic highways in the North County area, and to coordinate with the Glenn and Tehama County General Plans.

B. PROPOSED LOCAL SCENIC ROUTES

The following local streets, roads and highways are identified as local eligible scenic routes in this plan element:

1. County Routes:

a.

b.

c.

2. City Routes:

a.

b.

c.

VIII. IMPLEMENTATION OF THE ELEMENT

A. IMPLEMENTATION PROCEDURES

Protection of the Scenic Highway "Corridor" is the responsibility of the local jurisdiction, City or County, and such protection is largely a matter of applying appropriate land use regulation in the form of zoning within corridor areas.

Objectives of the element and its implementation program are to initiate a Scenic Highways designation schedule for the Planning Area through cooperative action, and to proceed as follows:

1. Adopt the Scenic Highways Element at the individual city and county levels.
2. Coordinate individual local requests to the State Division of Highways for corridor studies which will establish State route corridor boundaries, and for local route standards acceptable to the State.
3. Prepare and adopt zoning provisions at the individual local levels which will provide the land use and development controls necessary to meet State and local Scenic Highways standards, such zoning provisions to be standardized to reasonable extents within the planning area.
4. Initiate coordinated local programs to progressively rezone as necessary within corridor areas in accordance with agreed route priorities.

B. IMPLEMENTATION MEASURES

Implementation of the scenic highways element is geared

almost entirely to the zoning along the scenic corridors, as existing and meeting or failing to meet required protective standards, or as proposed to be changed to meet such standards.

1. Existing Zoning Which Meets Standards, in most cases, is that which restricts uses to open space, agriculture, forestry, recreation, low-density residential, etc.

2. Zoning Not Meeting Standards, in most cases, is that which permits general outdoor advertising, junk yards, industrial and commercial uses with minimal controls, etc.

3. Zoning Which May Assist In Meeting Standards, and which may also deserve consideration at local levels for meeting requirements for zoning consistency with General Plans and other purposes, is proposed in the form of possible zoning ordinance additions substantially as set forth below.

One or more of the following, in the same or similar form, are effective in the City and the County.

Proposed Protective Zoning Provisions

(a) Chapter _____. "S-C" SCENIC CORRIDOR COMBINING DISTRICT

Art. 1: This district classification is intended to be applied to land areas which are adjacent to roads and highways which are classified as Scenic Highways, or which are proposed as such on the General Plan, and which require the particular protection provided by this Chapter to preserve their scenic qualities and the public interest therein.

Art. 2: SPECIAL "S-C" DISTRICT REGULATIONS:

Sec. 2.1.: In any district with which the "S-C" district classification is combined, the regulations of the basic district shall apply, except that a Use Permit shall be required for all uses other than permitted single-family and agricultural uses, and public utility distribution lines.

Sec. 2.2: In considering Use Permit applications as provided in this section, the Planning Commission shall relate such

applications to design standards for scenic highways prepared by the Division of Highways, to any precise plan or special standards adopted for any particular scenic highway or portion thereof, and to the particular scenic or esthetic conditions which may be affected by the proposed use.

Sec. 2.3: Any "S-C" district shall be deemed to extend 200 feet from the road or highway it adjoins unless otherwise defined by zone map or description.

(b) Chapter _____. "O-S" OPEN SPACE DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are found most properly to be preserved in a natural state and/or to provide open space buffer areas in which uses are restricted to recreational, conservation or light agricultural types, and including accessory and public service uses.

The following specific regulations shall apply in all "O-S" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Measures to promote conservation of soil, water and vegetation and to reduce fire and erosion hazards.

Sec. 2.2: Fire trails, riding and hiking trails.

Sec. 2.3: Public and private non-profit riding stables, parks, golf courses, tennis and swimming clubs, picnic sites.

Sec. 2.4: Crop and tree farming, grazing.

Sec. 2.5: Non-commercial boat launching and docking facilities.

Sec. 2.6: Public utility transmission and distribution lines, provided that the route of any proposed transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way.

Sec. 2.7: Uses which the Planning Commission determines, by written findings, are similar to the above.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Farm dwellings, mobilehomes, or travel trailers on parcels of 20 acres or more.

Sec. 3.2: Living quarters for caretakers or watchmen.

(c) Chapter _____. "P-A" PUBLIC AGENCY DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are properly used for, or are proposed to be used for public or public service purposes, or for specified public utility purposes.

The following specific regulations shall apply in all "P-A" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Public schools, parks and recreation areas, fair grounds, civic centers and similar sites and uses, public forest and reservoir areas, historical sites and monuments.

Sec. 2.2: Public utility facilities for local service.

Sec. 2.3: Sites and uses which the Planning Commission determines by written findings are similar to the above.

Sec. 2.4: Uses and structures which are incidental or accessory to permitted uses.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Public or non-profit cemeteries and similar uses.

Sec. 3.2: Public or non-profit refuse disposal areas, corporation yards, sewage treatment facilities.

Art. 4: PERMITTED PUBLIC UTILITY USES

Sec. 4.1: When the letter symbol "-U" is added to the "P-A" symbol to create "Public Agency-Utility District", the following uses shall be permitted in such districts:

Sec. 4.2: Public utility warehouse and storage yards, pole yards, gas holders, substations, electric generating plants and transmission and distribution lines, provided that the route of any transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way therefor.

Sec. 4.3: Public utility uses which the Planning Commission determines by written findings to be similar to the foregoing.

(d) Chapter _____. "PD", PLANNED DEVELOPMENT DISTRICTS

Art. 1: PURPOSE: This district classification is intended to be applied to lands which are found to require or justify particular care in development, and are suitable for the proposed planned development for which comprehensive plans have been, or will be required to be, submitted and approved.

Art. 2: PROCEDURE: Establishment of a "PD-"I" (Interim) zone may be initiated by the Planning Commission in anticipation of the following required procedures. Application for a "PD" zone may be made by written request of owners of property to be contained therein, and shall include application for a use permit for all proposed developments within the zone. Such rezoning and use permit applications shall be considered and acted upon concurrently as one combined request, except as follows:

Sec. 2.1: The "PD" zone may be established on the basis of an approved Master Plan of proposed development, in which case construction of developments may proceed as use permit applications for unit construction, conforming substantially to the approved Master Plan, are submitted and approved.

Sec. 2.2: Application for minor revisions in approved Master Plans, and use permits, may be approved by the Planning Commission. When a "PD" zone has been established, it shall be designated on the appropriate official Zoning Map by the symbol "PD", followed by an identifying serial number.

Sec. 2.3: A particular defined portion of a "PD" zone which has been designated on the approved Master Plan for commercial use may be identified by the "C" commercial zone symbol in combination with the "PD" symbol on the appropriate Zoning Map, and when so identified shall constitute a commercial zone subject to use permit restrictions.

Art. 3: CONTENTS OF APPLICATION: Such application for a "PD" zone and use permit shall include the following:

Sec. 3.1: Topography of the land and contour intervals as required by the Planning Commission.

Sec. 3.2: Proposed access, traffic and pedestrian ways, easements and lot design.

Sec. 3.3: Areas proposed to be dedicated or reserved for parks, parkways, playgrounds, school sites, public or quasi-public buildings and other such uses.

Sec. 3.4: Areas proposed for commercial uses, off-street parking, multiple and single family dwellings, and all other uses proposed to be established within the zone.

Sec. 3.5: Proposed locations of buildings on the land, including all dimensions necessary to indicate size of structure, setbacks and yard areas.

Sec. 3.6: Proposed landscaping, fencing and dcreening.

Sec. 3.7: The Planning Commission may require detailed elevations; construction, improvement, utility and drainage plans;

and any other information it deems necessary to adequately consider the proposed development.

Art. 4: PRINCIPAL PERMITTED USES: Any use or combination of uses which are so arranged and/or designed as to result in a fully acceptable overall development.

Art. 5: HEIGHT, AREA, LOT AND YARD REQUIREMENTS: All uses shall conform to the height, area, lot and yard regulations normally required for such uses except where the total development will be improved by a deviation from these standards. In all cases each structure must conform to the precise development plan which is a part of the approved use permit.

Art. 6: OTHER REQUIRED CONDITIONS: The Planning Commission may apply additional conditions to the granting of the required use permit to insure compliance with the intent and purpose of this Article.

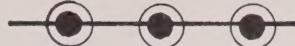
GENERAL PLAN ELEMENT - SCENIC HIGHWAYS

LEGEND

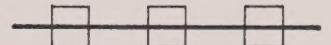
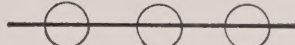
STATE MASTER PLAN

LOCAL GENERAL PLAN

EXISTING ELIGIBLE ROUTES:



PROPOSED ELIGIBLE ROUTES:



OFFICIAL DESIGNATED ROUTES:



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